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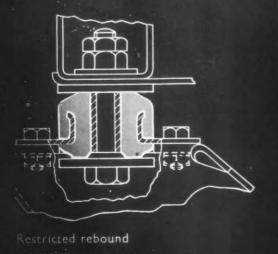
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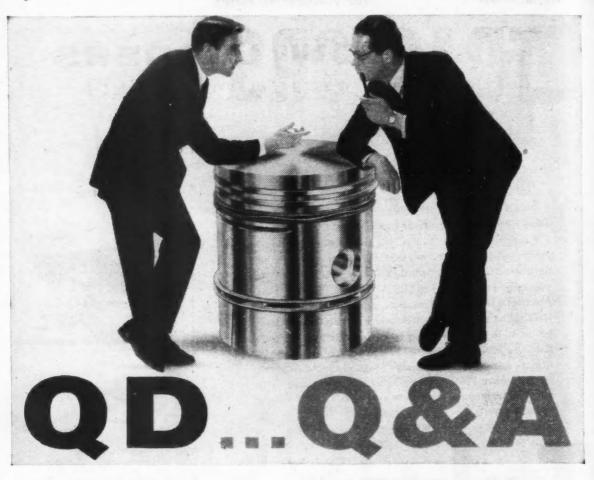
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October 23, 1959



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- D It's a piston for re-vitalising tired engines.
- Q Tired?
- After twenty or thirty thousand miles, especially on heavy duty work, most engines tire a little. Tiring is expensive. Your accounts are showing that several of your vehicles are heavy on oil. Your drivers are complaining of low power and are taking longer over their journeys. Fundamentally, that's largely due to cylinder wear.
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- Q Duaflex?
- D The D part of QD. When piston wear is not

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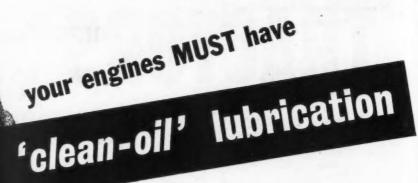
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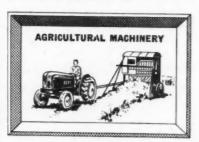


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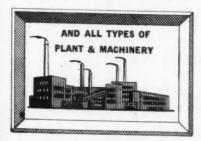
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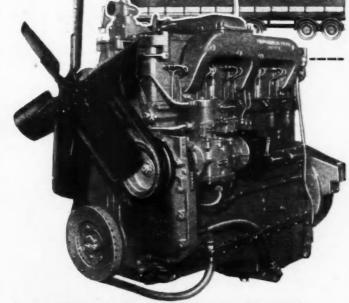




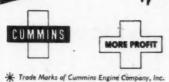


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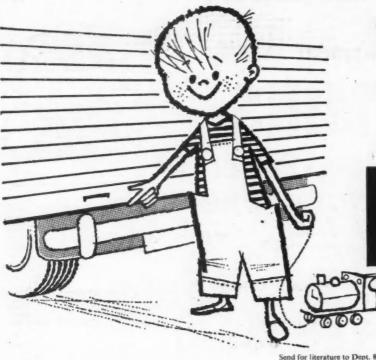
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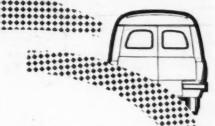
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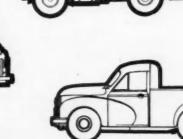
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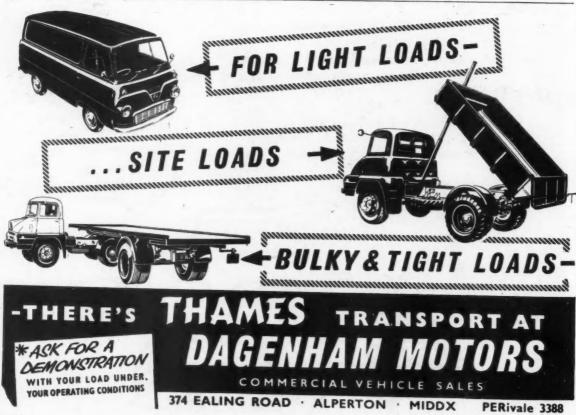




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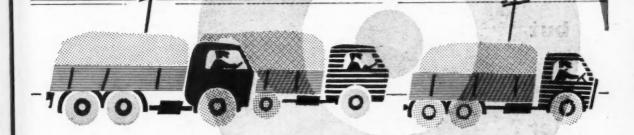
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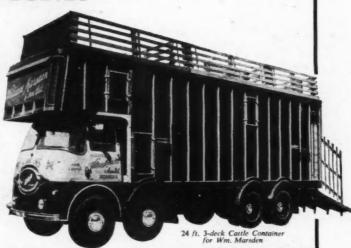


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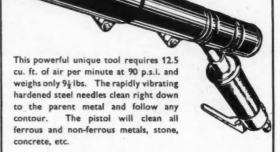
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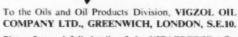
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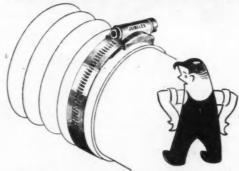
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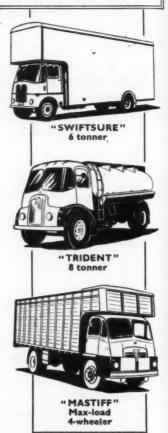
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Softly, Softly . . .

A LTHOUGH there may be a good case for increasing from 24 tons to 28 tons the maximum gross laden weight of all eight-wheelers, the present is not the best time to press it. The Minister of Transport proposes to restrict the concession to tankers built to carry liquids, because, although 4,000 gallons of petrol (the largest quantity authorized by law as a unit load) can be carried within a gross weight of 24 tons, a similar amount of oil fuel cannot. To prevent the oil companies and others from taking full advantage of the legal limits of tank capacity is an unnecessary restraint and adds needlessly to transport costs.

The Minister's proposal has been made for a specific purpose, and it would be wise to accept and welcome it as such. If the concession were granted to all eight-wheelers it is likely that many bridges would have to be strengthened, whereas if it were limited to tankers—a minute portion of total road traffic—there would be little danger to existing structures.

Any increase in the legal weight of large vehicles is controversial, and even Mr. Harold Watkinson, the greatest of the 20 Ministers of Transport who, until last week, had held office since 1919, had to tread warily. A new Minister must be even more cautious. If operators and manufacturers' organizations show sympathy with his position they may later be rewarded by an all-round advance in maximum legal weights. By that time it will have been possible to survey bridges and strengthen them where necessary.

When Mr. Watkinson proposed to raise the speed limit of buses and coaches and light vans to 40 m.p.h. there was a wholesale demand for a much higher speed. The technical argument in favour of it was unassailable, but its psychological wisdom was doubtful. In the event, the Minister refused any increase.

A Little More Latitude

It would be a great pity if, as a result of embarrassing pressure, he now changed his mind on the question of the gross weight of maximum-load tankers. On the other hand, it would be logical and reasonable to ask also for a small degree of latitude in the gross weights of other tankers—perhaps a maximum of 15 tons for four-wheelers and 23 tons for six-wheelers. Such a concession could cause no damage to roads or bridges.

An increase in maximum legal weight would be unlikely to have any immediate effect. Extensive alterations might be needed to a 24-ton-gross tanker to convert it into a 28-ton-gross machine. Larger tyres would be necessary and different wheel rims might be required. It is likely that the cab wheel-arches would have to be altered and the tank might have to be raised. With the rear bogic weight still limited to 18 tons, a load of 10 tons would be imposed on the front bogic, and power steering would become desirable. Eight-wheel braking would be necessary and even on vehicles with braking on all eight wheels the system might require to be increased in power. This work would cost more than £600, and would be completely uneconomic unless the vehicle were only a few months old.

A new 28-ton-gross tanker could, however, be built at a cost about £200 greater than that of a 24-tonner. On a vehicle costing £8,000 or more, the extra charges for depreciation and interest would be small, whereas payload capacity would be raised by almost $3\frac{1}{2}$ tons. Overall, therefore, there should be a saving in transport costs per ton or per gallon.

"C" for Conveyor

WITH Conservative rule likely for another five years, the survey of C-licence transport published on Monday by the Traders Road Transport Association happily has no immediate political significance. It has, however, academic and practical value. It fills in wide gaps in the knowledge of the use of traders' transport left by official statistics. It also explains to hauliers why traders run their own vehicles and why they have expanded their fleets.

It is significant that speed and reliability of delivery was voted to be the primary reason why C-licensees use their own vehicles in preference to those of hauliers or to railway transport. Cost of transport was a poor second in the list of priorities, to be followed by the advantage of door-to-door delivery. The first and third reasons supply statistical proof of what has been repeated ad nauseam—that a trader's transport is part of his production programme, even temporary disturbance of which may have disastrous consequences.

Over the past five years C-licence vehicles have increased in number by an average of about 5 per cent. a year, but from 1957 to 1958 the advance was only 2.7 per cent. According to the T.R.T.A., about a quarter of this growth is explained by the transition from cycle and horse to the electric truck, from the commercial traveller's car to the dual-purpose vehicle, and the demand for maintenance services for new mechanical appliances for home and office. More than a quarter of C-licence vehicles are specially constructed or fitted to suit the users' needs. The "C" in C licence truly stands for conveyor-belt of industry.

Men Who Make Transport—4

Robert

"AM afraid I am going to be a disappointment to you. I am not at all interesting," said this week's subject, as we took our ease in Birmingham's Grand Hotel. For all his success—and at the age of 47 he is a director of four companies and is in his second year as national chairman of the Road Haulage Association—Robert Norman Ingram is an extremely modest man. Indeed, he would be the last to regard himself as successful.

His entry into road haulage when he left school in 1928 was not by predilection: it merely seemed natural that he should join his father's business. By 1933, as a young man of 22, he was a director of W. R. Ingram, Ltd. Since then he has joined the boards of Ingram Construction, Ltd., Stanley V. King (Transport), Ltd., and Contract Haulage, Ltd., who own between them about 60 vehicles and a substantial amount of civil engineering plant.

His memory goes back to the days of the old Long Distance Road Haulage Association, of which his father's firm were early members, and to packed meetings of anxious hauliers before the passing of the 1933 Act. But he had no idea of taking office in the R.H.A. until he was told that in his absence from a Birmingham subarea meeting he had been elected sub-area chairman. Apparently the members were so impressed by a resolution which he had drawn up challenging the authority of the West Midland Area committee in a financial matter that they decided he was the man to lead them. Retribution followed not long after: he was elected chairman of the West Midland Area! The inscription on the gold wristwatch that he proudly wears confirms that he served in that capacity from 1949-52.

What more natural than that he should have succeeded Mr. J. H. Male as a national vice-chairman in 1955, and

Bird's Eye View =

Switch Mid-stream

ALTHOUGH in the General Election the country was unwilling to change a winning team, the Prime Minister has quickly changed a winning Minister of Transport. The loss of Mr. Harold Watkinson is a severe blow to the road transport industry, although everyone will wish him well in the Ministry of Defence.

Ministry of Defence.

Apparently the Ministry of Transport is still regarded as a stepping-stone to higher office, although I stoutly deny that there is any subject of greater importance to the nation than transport. Fortunately, Mr. Ernest Marples—the 21st incumbent in 40 years—has Mr. Watkinson's energetic temperament.

Africa Calling

A REMARKABLE unanimity of view was evident among operators from all over Africa when Mr. D. G. Stokes, sales director of Leyland Motors, Ltd., recently met them on their own ground to discuss their

Ltd., recently met them on their own ground to discuss their needs in vehicles. During the trip he covered 15,000 miles by charter aircraft. On Tuesday he was back in Africa after a short spell in England. "I sometimes wish aeroplanes had never been invented," he told me before he left.

Busy Bs

A MONG those who have had reason to bless the incredible spell of fine weather are Bonallack and Sons, Ltd. It has enabled them to relieve congestion on the factory floor by building bodies out of doors. As I saw for myself when Mr. Richard Bonallack took me on a lightning tour of the Basildon plant, practically every square inch of floor space is occupied



by bodywork of every shape and size and in every stage of construction. The tanker department is overflowing its bounds and the uninformed visitor gains a highly misleading impression of chaos.

To keep pace with customers' demands, Bonallack's are recruiting skilled labour from Lancashire and Scotland, and a pleasant atmosphere of satisfaction—but not smugness—pervades the works. They, too, never had it so good.

Back to Blackpool

NEXT year the Road Haulage Association's conference is likely to return to Blackpool, where it was last held in 1952 under the chairmanship of Mr. Bernard Winterbottom.

Mr. A. T was guest those per listening; bondage that, once nothing—

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Norman Ingram



Mr. R. N. Ingram in a rare moment of relaxation.

have assumed supreme leadership of the Association last year? He had already acquired a reputation as a speaker of great sincerity, with a gift for a well-turned phrase. But to his regret the bon mot is not spontaneous. Those shattering comments on nationalization and all its works are the result of careful polishing and repolishing-a crafts-

= By the Hawk ====

Mr. A. T. Lennox-Boyd was then Minister of Transport and was guest of honour at the annual dinner. He made one of those perfect political speeches that seemed, while one was listening; to promise the earth to hauliers, who were then in bondage to the State. But, on reading my notes, I realized that, once again, I had been led up the garden. He had said nothing-but with the utmost charm.

My other recollection of the conference is that the headquarters hotel was about a mile from the place of business and that the hotel service was so bad that I had one day to forgo lunch so as to be in my chair when the afternoon session opened. But R.H.A. conferences have gone a long way since

Early Worms

HE demand for seats for "My Fair Lady" will be nothing compared with the competition between manufacturers for the honour of sending the first commercial vehicle up the London-Birmingham motorway after Mr. Ernest Marples, the new Minister of Transport, has opened it on November 2. I foresee the queue beginning to form early the previous day, with drivers camping out, buskers doing paper-tearing acts with log sheets and enterprising vendors peddling refreshments. I hope Mr. Marples will be able to fight his way through the throng and litter to the starting line.

Toryton

OLD Etonian, haulier, farmer, Grand National rider and ex-cavalry officer—that is the background of Mr. P. B. Browne, who gained Torrington for the Conservatives in the General Election and unseated the Liberal member. With such obvious versatility and talent, it is strange that he has hitherto escaped notice in the Road Haulage Association, of whose Devon and Cornwall Area he is a member.

man's job rather than an artist's rapture. Nowadays he makes far too many speeches to be able to write every word himself, but all his orations bear the Ingram stamp,

He is fascinated by words and has the utmost admiration for forensic skill. In a Walter Mitty world he sees himself as a leading barrister, entertaining, instructing, electrifying and overwhelming an audience with wit and eloquence. Yet it is his lack of histrionics that has inspired so much respect. In his dealings with the Press, for instance, he is always fair and open. He never gives the smart, evasive answer to a difficult question that leaves a journalist irritated and hostile. He tackles it frankly and his candour is not abused.

As chairman of the R.H.A. he has to do a good deal of official entertaining, which calls for an inexhaustible fund of small talk. Again, he believes that his breadth of experience is inadequate to the demand and he reproaches himself with having given too much time to business-his own and other people's.

Personal Interests Sacrificed

Over the year he devotes probably six days a month to Association business, apart from directing four companies, and seldom leaves his office before 7 p.m. He has little time for those plays that he likes so much-plays with scintillating dialogue or with powerful court scenes. The golf that he took up has largely been abandoned, and his early modest aspirations as a light pianist have died. Now he never touches a piano outside the family circle. Even his Jaguar car is not greatly used, for he avoids long journeys if he can.

But he is by no means a transport bore. On the contrary, he is as agreeable and restful a companion as one could wish for. The warm handshake, the quick smile, the sparkling blue eyes-these are the outward characteristics of a man who enjoys more than anything the company of his friends over a quiet drink. He talks easily about the pleasant, ordinary things-his boisterous, gregarious Staffordshire bull terrier, Mantovani's vibrant string section-and the less comfortable, such as Russian duplicity and the possibility of atomic warfare.

He realizes, however, that he must cultivate recreation. He has good managers and staff, and when his term of office in the R.H.A. ends he means to travel more, and to do all the other things which most successful businessmen have perforce to neglect in their younger days. He is going to take time off from transport, although it will probably be never far below his conscious level of thought.

Where are Tomorrow's Executives?

Among other things, Mr. Ingram is concerned about the training of young men to be the road transport executives of tomorrow. He believes that with the formation of medium-sized and large haulage companies by amalgamation-a natural process interrupted by nationalization-it will be possible to provide well-educated boys with stimulating opportunities.

He thinks also there is a reasonable chance that the Socialists will now have to abandon for ever the policy of renationalization of road haulage. Then, with settled political conditions, the industry will become more attractive to the right type of recruit to management.

That will be the kind of problem which will be uppermost in his mind when he presides, for the second time, at the R.H.A. annual conference at Bournemouth, next week. His direction of the proceedings will be unobtrusive, but, nevertheless, firm and expeditious. His dignity will convey a sense of occasion, and even the most truculent delegate will be handled with the utmost courtesy and tact.

A.E.S.-M.

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Mr. Ingram Attacks Normal User

STRONG attack upon the restric-A STRONG attack upon the fine of hauliers by means of hauliers by means of made on normal-user conditions was made on Wednesday by Mr. R. N. Ingram, national chairman of the Road Haulage Association.

He was addressing North Staffs Chamber of Commerce at Stoke-on-Trent, and said: "British Railways are seeking, by means of their objections to the renewal of A licences in the traffic courts, to tie operators as rigidly as possible to their statements of normal user, and to ensure that they have little latitude to provide facilities outside its scope.

"If it can be shown that there has been any substantial departure from the terms of the normal user previously granted, the renewal of the licence is in

grave jeopardy.

No attempt has yet been made, even by the Transport Tribunal, to define the word 'normal' in this context, there being, therefore, little uniformity throughout the country, and at the moment the governing factor is the discretion of the individual Licensing Authority.

It was of the utmost importance to the trade and industry of this country, he continued, that flexibility, which was the greatest advantage road had over rail transport, was not destroyed by what was merely "a piece of legal opportunism."

"It is well that our customers should be aware of the threat to the service they expect to receive," said Mr. Ingram. "It is to be hoped they will use their influence when and where they can, and will denounce this policy as fundamentally inimical to all interests, except those of the British Transport Commission.'

The Association had made representation to the Government at intervals for more than 12 months past and would continue to take every opportunity of fighting "this attempt to put the transport operator in a strait-jacket."

CHEAP FARES OFF PEAK

SIGNIFICANT aspect of the fares increases to be put into effect by the British Transport Commission, following the sanction of the Transport Tribunal, is the use of the price mechanism to diminish peak-hour traffic. Daily and five-day rail tickets for off-peak travel will be substantially cheaper than ordinary rates.

London Transport are to raise some bus fares on November 1. Tickets of denominations between 8d.-2s. 1d. will rise by amounts from 1d. Early-morning single fares will increase by 3d., and children's fares will be half adult rate.

LAST OF NATIONALIZATION?

"THE public has shown that it approves the existing public boards in the public-utility industries, but does not want them extended further. should say that we accept that decision and would in future propose no further nationalization." — Mr. Douglas Jay, M.P., writing in Forward, the Labour weekly journal. A28

NEW C-LICENCE SURVEY

Growth of Ancillary Fleets Reflects Higher Standard of Service to Customers

RESULTS of the survey of C-licence operations carried out by the Traders' Road Transport Association substantiate the arguments put forward in the defence of ancillary transport for many years. A booklet, "Survey of C-licensed Vehicles," containing 27 tables and other data, was published by the Association on Monday.

It gives four main reasons why the 4,837 members concerned in the survey ran their own vehicles. These were: speed and certainty of delivery; lower cost (although this was secondary to service); reduction in damage

and pilferage; and need for less packaging and handling.

Traffic Rise Outstrips Improvements

IT cannot yet be said that road improvements in the capital are keeping pace with the growth of traffic. As more vehicles are brought on to overcrowded roads, so it becomes more necessary to regulate the use of the roads to the best advantage.

This is stated by the London and Home Counties Traffic Advisory Committee in their 1958 report (Stationery Office, 4s. 6d.), which was published on Monday.

Physical improvements to the whole of London's major internal road system must progress with all speed, say the committee. A thorough traffic-engineering review of key intersections should be carried out, and facilities provided for loading and unloading goods vehicles off the main thoroughfares.

Conflicts over the sharing of space on the highway between moving traffic and vehicles stopping at shops to load or unload could best be avoided by proper planning. Where existing shopping centres have grown up haphazardly along main routes, loading bans would eventually have to be enforced.

The committee regret the decision by the Minister of Agriculture that Covent Garden market should not be entirely removed. Those responsible for traffic conditions in the area were now confronted with a challenge which would require all their ingenuity to meet.

REMOTE CONTROL DAMAGES PASSENGER TRANSPORT

ELAYS arising from remote control of fares and services are destroying public-utility value of passenger transport. It precludes operators from entering into any agreement with the public to amend fares and services until the Traffic Commissioners have considered and approved proposals."

This was stated yesterday by Mr. J. E. Cowderoy, former development officer of the London Transport Executive, when he addressed the Bournemouth-Poole group of the Institute of Transport.

The law needed amendment to permit the adoption of area schemes which would enable fares and services to be determined within the respective zones covered by them.

In the preamble to the statistics, it is stated in the booklet that it is no part of the Association's function to stimulate the use of C-licence vehicles, but there had been a lack of basic information about their work. The survey, covering 98,340 vehicles, was therefore undertaken. Operators were asked to complete questionnaire forms, and the facts returned were analysed and compiled by an independent agency, with a final check

The number of vehicles covered was 9 per cent, of the total of C-licence registrations at June 30, 1958, and made up as follows: up to 3 tons, 69,980; 3-5 tons, 16,677; over 5 tons, 11,683. In the last-mentioned category, the number of vehicles was 59 per cent. of the total registered.

Some 24 per cent. of the vehicles in the sample were non-load carriers-service and representatives' vans, example—and battery-electrics. About 28 per cent. were specially fitted or constructed, partly because of the integration of transport into mechanical-

handling systems.

Growth of C-licence vehicles reflected the higher standard of service which traders wished to give and customers

MEMBERS' REASONS FOR RUNNING OWN VEHICLES

| | In preference to- | | |
|---|-------------------|----------|--|
| Reason for using ancillary transport | Hired Haulage | Railways | |
| Speed of delivery and | % | % | |
| certainty of timing | 68 | 75 | |
| Cost | 44 | 56 | |
| Placing goods in premises beyond point normally served by public trans- port | 32 | 42 | |
| Breakage or damage | | - | |
| avoided | 33 | 44 | |
| Pilferage avoided | 21 | 25 | |
| Reduction in package materials and package costs | 24 | 31 | |
| Prompt return of empties | 30 | 32 | |
| Special vehicles not nor- mally supplied by pub- lic carriers | 29 | 31 | |
| Installation and mainten- ance of equipment by driver | | 4 | |
| Other services by driver | 1 | | |
| (e.g., collecting cash) | 39 | 32 | |
| Advertising on vehicle | 37 | 32 | |
| Any other reason | 24 | 22 | |

The figures are weighted votes castages of the possible total, 96,340, number of vehicles covered by the succe on a member's return was weig ding to the size of his fleet. Thus a vot

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STRENGTHENS DEFENCE

demand, and was not abnormal. A similar trend was discernible in most European countries.

Members were asked to show average return-load operation, and this information was divorced from data in respect of non-load carriers. Analysis of the facts showed that 13,768 out of 82,999 vehicles, or 17 per cent., made empty return journeys, whilst the remainder were partly loaded; in fact, 36 per cent. were more than half-loaded on return

If bulk-transport vehicles and tippers were excluded, being vehicles which did

ANALYSIS OF VEHICLES MAKING PART-LADEN AND EMPTY RETURN JOURNEYS

| Type | Part-laden | Empty |
|--------------------------------------|------------|--------|
| Battery-electrics | 7,873 | 62 |
| Platform lorries | 23,799 | 3,215 |
| Boxvans, plain | 16,820 | 1,770 |
| Boxvans, specially fitted | 13,414 | 261 |
| Insulated and refrig- erated vans | 2,274 | 24 |
| Bulk-liquids carriers | 661 | 4,691 |
| Bulk-solids carriers | 488 | 488 |
| Tippers | 2.938 | 2,974 |
| Other load-carriers. | 964 | 283 |
| Totals | 69,231 | 13,768 |

not normally carry return loads, the proportion of vehicles which made empty return trips was reduced from 17 to 8 per cent.

The most efficient service, says the booklet, is the most economic, even if it means some empty running. "No form of transport can be operated without an element of empty running in order to provide flexibility for ever-changing circumstances," it explains.

Because of suggestions that ancillary vehicles competed with public transport, details were sought about vehicles working beyond a radius of 75 miles, this figure being chosen as that within which vehicles could return to base on the same

RETURN-LOAD FACTORS

| | No. of vehicles | Per cent. |
|-------------------------------------|-----------------|-----------|
| Delivery vehicles empty for less | | |
| than quarter of | 27.420 | 33 |
| Return loads over | 27,420 | 33 |
| half capacity. | 30,135 | 36 |
| Return loads under half cap- | 11,676 | |
| No return loads. | 13,768 | 14 |
| | | |
| Totals | 82,999 | 100 |

Note: Service vans, etc. excluded.

day. Results revealed that 17 per cent. of the surveyed vehicles operated beyond this distance.

The actual figure was 17,189, and of these 3,436 were non-load carriers, 11,303 were standard types and 3,436 specially constructed vehicles. Only 8 per cent. of vehicles weighing up to 1½ tons ran

ANALYSIS BY WEIGHT OF VEHICLES' OPERATIONAL RADII

| Unladen Weight | Total | No. oper- ated over 75 miles | Per cent. over 75 miles |
|--|----------------------------|------------------------------------|-------------------------------|
| Up to 1½ tons 1½ - 3 tons 3 - 4 tons | 37,332 32,648 10,296 | 2,834 5,045 2,629 | 8 15 26 |
| 4 - 5 tons 5 - 6 tons Over 6 tons | 6,381 4,626 7,057 | 2,051 1,232 1,3398 | 26 32 27 48 |
| Totals | 98,340 | 17,189 | 17 |

beyond 75 miles, but the proportion among vehicles weighing over six tons was 48 per cent.

The average of 17 per cent. did not apply evenly to various industries. In the food, drink and tobacco trades, which accounted for nearly half of the vehicles surveyed, only 10 per cent. of vehicles might range beyond 75 miles, whereas in metal industries, for example, the proportion was some two thirds.

The booklet is obtainable from the T.R.T.A.. 146 New Bond Street, London, W.I, at 2s. At a Press conference on Monday, Mr. S. C. Bond, president of the Association, said that the survey demolished the charge that C-licence operation was wasteful and uneconomic because of a large degree of empty running.

"If we did not have this fleet of 1m. or more vehicles delivering and collecting the goods and raw materials day in and day out at the right time and place, it would not be possible to enjoy our present high standard of living," he emphasized.

£450,000 BY-PASS IN AYRSHIRE

A TWO-MILE by-pass at Kilwinning. Ayrshire, is to be constructed at a cost of about £450,000. It will have dual 24-ft. carriageways skirting a 15-ft. central reserve. Roundabouts at each end will connect it with the existing A78 Glasgow-Greenock-Monkton trunk road. The scheme will involve the construction of a bridge to carry the Kilwinning-Ayr railway line over the by-pass at a height of about 40 ft.

MR. MARPLES MAKES DEBUT

GUEST of honour at the Road Haulage Association's dinner during the annual conference at Bournemouth next week will be Mr. Ernest Marples, the new Minister of Transport. Replying on behalf of the guests, he will be making his first speech to an assembly of road transport operators.

STOP-THIEF!

THE principle of setting up a fund from which to pay awards to those who help in preventing the theft of vehicles or their loads, or assist in apprehending thieves, was agreed at a meeting of the Road Haulage Association's security committee in London on Tuesday.

B.T.C. Lose Appeal Against Allison's

THE Transport Tribunal, sitting in Edinburgh on Tuesday, rejected an appeal by the British Transport Commission against the granting of an application by Mr. A. Robertson, Scottish Deputy Licensing Authority, to Allison's Transport (Contracts), Ltd., Dundee.

Giving the decision, Sir Hubert Hull, president, said that the respondents, at the time of the application, had a large number of licensed vehicles, including many granted by the Authority, with both public A licences and special-A licences. They had also a special-A licence in respect of 13 vehicles, granted in 1954, and due to expire on March 31, 1959.

The main business of Allison's, in the managerial sense, was conducted from Dundee. It was obviously in the interests of the company as a commercial undertaking that, if possible, all their licences should be under the control of the Scottish Authority. Consequently, on January 12, they made an application for a variation of a Scottish A licence.

The proposed variation was for the addition to a licence, which was not due to expire until the end of 1962, of the 13 vehicles which at that time were specified on a special-A licence granted by the Metropolitan Licensing Authority. The concern obviously had to safeguard their position, in case the Scottish application failed, by ensuring that the special-A licence in London should not come to an end.

The Scottish Authority, after an inquiry in March, granted the application and varied the respondents' ordinary A licence.

The Commission appealed on two grounds. The first was that the uses to which the 13 vehicles had been put had been inconsistent with a statement of intention made in 1954, when Allison's obtained the special-A licence. The other submission was that the application would involve the operation of vehicles in a much wider area than the information about their past use justified.

The application with which the Tribunal were concerned had stated that the vehicles would be used for the carriage of general goods in Great Britain.

Mr. C. E. Jauncey, for the B.T.C. had contended that such a wide area was not justified. He had said that the statement of intention had not been fulfilled, but the Tribunal were unable to accept that.

The Tribunal had decided to lay down as normal user "general goods in central and south Scotland, Lanes, Yorks. Midlands, London and the Home Counties.

COMPUTER MOVES IN

A N electronic computer, to take the place of the existing punched-card installations, was moved into the offices of the Birmingham and Midland Motor Omnibus Co., Ltd., last week-end. In the next two years the computer will take over, by stages, the preparation of traffic statistics, and the payroll and stores-control records. It weighs 2½ tons.

Men in the News

MR. C. L. CHRISTIE has been appointed assistant secretary of the West Midland Division of the Traders' Road Transport

SIR JOHN PASCOE, chairman of the British division of the Timken Roller Bearing Co., Ltd., has joined the board of the Timken Roller Bearing Co., Canton, Ohio.

MR. NORMAN BRADLEY and MR. RICHARD LONGLEY have been appointed directors of Brown and White (Leeds), Ltd. Mr. G. A. OLDFIELD has been appointed manager of the commercial repair department.

MR. B. A. TUNKS has become deputy general marketing manager of the Esso Petroleum Co., Ltd. Mr. E. C. NICKLESS has been appointed assistant general marketing manager, and MR. C. P. DALTON becomes manager of the company's co-ordination and economics department.

Mr. James Calderwood has been appointed president of the Diesel Engineers and Users Association. JULIAN TRITTON is secretary, and MR. D. S. DODSLEY WILLIAMS, editor of our associated journal, The Oil Engine and Gas Turbine, treasurer.

MR. T. A. GARTSIDE, fleet engineer of Wilkinson's Transport (Bacup), Ltd., Rochdale, has been appointed to a similar with the Eastern Provincial Co-operative Marketing Association, Fort Jameson, Northern Rhodesia. He will be emigrating next month and take charge of about 100 vehicles operating in the tobacco-growing area of the country.

MR. G. MACKENZIE JUNNER, former editor of The Commercial Motor, has been re-elected president of the Institute of Road Transport Engineers. Other re-elections have been those of MR. J. H. VINCENT, as vice-president, Mr. G. CURTIS and Mr. F. W. PITTUCK, honorary advisory officers, Mr. C. W. FINNEY, honorary secretary, and Mr. A. H. DACK, honorary treasurer.

MR. K. W. C. GRAND, a nominee of the British Transport Commission, has been appointed a member of the Central Transport Consultative Committee until December 31, 1960. He replaces LORD RUSHOLME, who has retired from the Commission. Three new members have been appointed to the East Midland Transport Users' Consultative Committee to serve until May 31, 1962. MR J. A. SHERRINGTON, who represents industry, is transport marketing officer of the East Midlands Division of the National Coal Board. Mr. E. S. Good represents shipping interests and Mr. J. T. E. ROBINSON, director and general manager of the United Counties Omnibus Co., Ltd., the Commission.

MR. JOHN PARDOE has retired from the board of the Maudslay Motor Co., Ltd., after nearly 50 years with the company. MR. W. A. LIGHTOWLER, the company's chief engineer since 1953, has been appointed a director.

MR. E. R. LAMBERT has been appointed sales director of H. and J. Quick, Ltd., from December 1. Mr. A. A. W. Davis will also join the board on that date. He is a director of a subsidiary company, Dutton and James, Ltd.

Mr. C. C. Harrison has been appointed assistant sales manager of Henley's Tyre and Rubber Co., Ltd. Other sales appointments are: Ma. sales appointments are: C. H. T. MOLYNEUX, southern assistant manager: Mr. G. G. Mansfield, western assistant manager; and Mr. J. LAWSON, northern assistant manager.

MR. S. H. Skirrow has been appointed service manager of the Ford Motor Co., Ltd., in succession to MR. A. F. HARPER, who becomes technical assistant to MR. J. E. READ, general sales manager. MR. E. P. TENCH has become fleet sales manager, succeeding Mr. F. T. PHIPPS, who has retired from the position.

S.A.E. PRESIDENT IN ENGLAND

THE president of the American Society of Automotive Engineers, Mr. Leonard Raymond, who is at present on a European tour, will read his paper " Engineering challenges to American automotive and petroleum research" to the Automobile Division of the Institution of Mechanical Engineers, 1 Birdcage Walk, London, S.W.1, on October 27 at 6 p.m.

Partial Grant for Buckmaster

A PARTIAL backing grant was given by the Scottish Traffic Commissioners at Glasgow last week to Buckmaster Garages, Ltd., Leighton Buzzard, who sought approval to operate express services from Dunstable to Glasgow.

The services were to operate on Fridays and Sundays during July and August and at New Year. Objecting on behalf of Scottish Omnibuses, Ltd., and the Western S.M.T. Co., Ltd., Mr. J. B. T. Loudon said that the present services were more than adequate, and that none of the witnesses had indicated any shortcomings in the service provided.

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Ruling that there was no case to answer, Mr. W. F. Quin, chairman, said that evidence boiled down to minor complaints arising from variations from timetable. Permission to carry traffic south from Glasgow was refused, but the Commissioners would allow backing to the decisions already indicated in the Metropolitan and Eastern Areas.

He added that backing would be subject to any further rulings arising from matters pending in the Scottish courts. If the licences already granted stood, the Scottish backing stood. If they failed, the Scottish backing would be withdrawn.

OBITUARY

WE regret to announce the death of MR. R. M. RICHARDSON.

Mr. Richardson was a director of the Nightingale Engineering Co., London, S.W.12, and Atkinson (Holdings), Ltd. He was 73.

Man of Action

THE new Minister of Transport, Mr. Ernest Marples, brings to his job the driving force of a selfmade man who left grammar school, learned to be an accountant and, after the war, was the head of his own engineering company. He delights in seeing for himself. When his company were rebuilding one of London's biggest docks, he went down in a diving suit to find out what went on under the water.

Mr. Marples is a classic example of the new Tory - the middle-class man who has made his own way and wants others to do the same. He is 52 but as fresh faced as a youngster of 30, and is full of enthusiasm and ingenuity which he will doubtless apply to the great road programme.

His entry to the Cabinet is a reward for his important work since 1951. He was Mr. Macmillan's deputy during the effort to attain a target of building 300,000 houses a year. At the Post Office, he distinguished him-



self in a quiet backwater, introducing automation, cutting the prices of telephone calls and setting up the subscriber trunk dialling system.

In his office is a hard couch on which he likes to relax - sometimes after a bout of judo. He likes to rest as hard as he works.

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Licence for Ministry Contract Refused

"Unfair to Other Operators" says Mr. Thom: Fresh Tenders to be Sought?

WHILST acknowledging that they might not have any right to do so, the South Eastern Traffic Commissioners, at Reading last week, refused to grant express licences to enable an operator to carry out a Ministry of Supply contract. They refused on the ground that the Ministry's system of obtaining tenders was unfair to other operators. The Commissioners indicated that they wished the Ministry to invite fresh tenders with all interested operators given equal opportunity.

They had been told that some operators had been given no opportunity to tender for journeys which they already operated, when the Ministry adopted a new policy towards competitive tendering. The application was made by Aldershot and District Traction Co., Ltd., to operate assisted travel express services on five routes to the National Gas Turbine Establishment at Pyestock. Creamline Motor Services (Bordon), Ltd., and Whites (Camberley), Ltd., objected.

Mr. M. A. B. King-Hamilton, Q.C., for Creamline, sought to have the proceedings nullified by submitting that the Ministry, which awarded the contracts, was about to become defunct under Government reorganization. The chairman, Mr. H. J. Thom, ruled that the hearing should continue.

Since 1952, the three operators concerned had provided services for the Ministry by agreement, said Mr. A. I. Evans, traffic manager of Aldershot and District. This year the Ministry advised them that existing arrangements would end on October 31. New contracts, on a tender basis, would be entered into annually. Aldershot and District had been successful in their tenders for the journeys, which were the subject of the hearing.

Mr. William Gronous, regional transport officer of the Ministry, said that the new policy was designed to obtain the best possible terms. Cross-examined by Mr. King-Hamilton, he agreed that Creamline operated seven routes at the moment, but were asked to tender for only five routes. Aldershot and District had been invited to tender for all routes.

Not Invited

He agreed that one route in particular, from Aldershot, was operated now by Creamline, but they had not been invited to tender. Earlier, Mr. Gronous said that a geographical principle had been adopted in deciding who should tender. He admitted that in regard to that particular route he "might have slipped up."

Mr. Gronous declined to reveal the Aldershot and District tender fee, but Mr. Evans told the Commissioners that he had quoted £20, equal to 2s. a mile. In answer to a question by Mr. King-Hamilton, Mr. Evans and Mr. Gronous both hotly denied that there had been any suggestion that the rate would be cut if Aldershot and District were allowed to operate the whole series of services.

Cross-examined by Mr. James Amphlett, for Whites, Mr. Gronous said

that it was not Ministry policy to advertise tenders publicly. It was left to him to decide from whom tenders should be invited.

"You set yourself up as a Traffic Commissioner?" asked Mr. Amphlett.

"I don't set myself up as anything," replied Mr. Gronous,

Asked by the chairman if he now took the view that the tendering system was not quite as fair as it might be, Mr. Gronous replied: "I am inclined to that view, yes."

"We are put in a very invidious position because I do not know what jurisdiction we have to criticize a tender system adopted by the Ministry," said the chairman. "But if you felt that this particular aspect of the case was such as to warrant your going back to the Ministry and suggesting that fresh tenders be asked for, that would be one way out of the difficulty.

"If you decide not to, it is incumbent upon us to decide whether we should refuse the application, on the ground that we felt the system is not as fair as it might be."

In an exchange of views with Mr. King-Hamilton, during his submission, the chairman said that, notwithstanding the views of the Commissioners, the Minister had always, on appeal, granted a licence to a successful tenderer. The Commissioners, to save parties additional expense, were forced to adopt the Minister's guidance on that aspect of the matter,

Mr. King-Hamilton had said that the Commissioners' jurisdiction was not overruled by the grant of a contract, but the Commissioners took the view that their jurisdiction was ousted by the Minister's decisions on the point.

Mr. King-Hamilton submitted that as Creamline had paid for a licence which did not expire until February, 1961, they were entitled to use it. If Aldershot and District were granted a licence, there would then be two licences in existence to operate one service. In order to obviate that difficulty, the Commissioners would have to revoke Creamline's licence. He submitted, "with confidence," that they had no power to do this.

Special Category

Giving the Commissioners' decision, Mr. Thom said on the question of the objectors' licences not having expired, that contract services of that kind were in a special category. There had been cases before of contracts being awarded to people other than those holding a licence, and the issue of a licence to the successful tenderer had followed.

"On the question of unfair tendering, we think we are on very delicate ground. We are not at all certain we have any title to criticize methods adopted by the Ministry of Supply, or anyone else. In this particular case, by following the guidance of the Minister on that point, we could achieve the fulfilment of a principle that we have advocated from the beginning. That is that when operations of this kind are to be the subject of assisted travel, we should take into consideration the potential loss to existing operators of day-to-day regular services.

"We consider that operation of stage and express services is a vital consideration, particularly the operation of unremunerative rural services. In this case, by following the Minister's guidance, we should be granting an application by a company which is providing by far the largest proportion of stage services.

"However, we feel strongly about the turning out of operators who already hold licences when there are no complaints regarding their operations. It might have been more satisfactory if the Ministry of Supply in this instance had waited until the licences were about to expire before calling for tenders. We might be on quite wrong ground here, but our decision is that we are going to refuse this application and suggest that the Ministry of Supply call for fresh tenders on the basis of offering all to all."

= One Hears-=

That it would often save a good deal of trouble if people listened, instead of talking.

That the trouble they cause is liable to alight on others.

That Basildon might well have been named after a prominent member of the Bonallack family.

That fares in Calcutta are controlled by politics, whereas in Britain they are controlled by scooters.

That there is no scooter like an unsuccessful politician.

There is no truth in reports that the London-Birmingham motorway is to be turned into a cycle track,

That nearly 21m. people were viewing television at some time each day during the first quarter of the year.

That a bus ride to the local would have done them more good.

That bus operators and brewers might join in this theme.

That in a large organization it is sometimes cheaper to call in a consultant than to try to find the required information in the office files.

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Outward Traffic Not Sufficient for Grant of A Licence

BIRMINGHAM, Monday.

EVIDENCE justifying a need for traffic to be carried outward was not sufficient for the grant of an A licence. This proposition was made on behalf of the British Transport Commission here today when Coalmoor Haulage, Ltd., Bilston, sought to add two articulated units to their A licence. Mr. N. Carless, for the applicants, told Mr. R. A. Hall, West Midland Deputy Licensing Authority, that the company had three "artics" with specially designed semi-trailers on A licence for the carriage of motor body components and scooters.

These loads were highly susceptible to damage and had to be carried on still-The two companies concerned, Willenhall Motor Radiator Co., Ltd., and D.K.R. Scooters, Ltd., had each increased their output between 33-40 per cent. in the past 12 months, and as a result the applicants' fleet was taxed beyond its resources.

It was practically impossible to hire as the semi-trailers needed to be 27 ft. long and 7 ft. 6 in. wide. The total weight of a full load was less than 2 tons.

Under cross-examination, Mr. J. Toole, managing director, said that a B licence to carry for the two concerns mentioned throughout England and Wales would not meet the need because he would be unable to find return loads. Costing was so fine in the motor industry that any increase in rate was out of the question. Moreover, the mixing of A and B vehicles could cause irregularity.

Mr. G. H. P. Beames, for the B.T.C.,

submitted that as the main outward traffic was for two concerns only, the appropriate licence was a B. Commission were very concerned about the return-load aspect, which would affect their business in other areas. Rates were not the real issue and the possession of an A licence did not automatically entitle a holder to additional vehicles on A. On the figures there was no justification for an increase.

The grant of a B licence would inter-fere with the structure of charges, said Mr. Carless. Without return loads, it might be impossible to maintain the low.

Mr. Hall said two additional vehicles on A licence was a substantial increase. Although he accepted customer evidence of difficulty as a justification for additional carrying capacity, the problem regarding figures meant that the A application must be refused. He was inclined to agree that a B-licence application would be more appropriate.

Cuts Earnings

Rail Rate-cutting

A N £8,000 decrease in gross earnings over 12 months was because of rate-cutting by British Railways, to whom floating and seasonal traffic had been lost. This decrease had been borne entirely by sub-contractors.

Mr. S. A. Hughes, managing director of General Wharfage and Roadways (Liverpool), Ltd., told Mr. F. Williamson, North Western Licensing Authority, this on Tuesday, when the company sought to add a vehicle of 31 tons unladen to their A licence.

Mr. D. H. Mace, for the applicants, said that in May they were granted an additional eight-wheeler for the carriage of ships propellers, on an undertaking to surrender a smaller vehicle. The new vehicle had now been delivered, and it had been found that if the smaller vehicle were given up, one of their customers, Kirby Containers (Liverpool), Ltd., would be in difficulties.

Questioned by Mr. A. W. Balne, for the British Transport Commission, Mr. Hughes agreed that the figures were down. But the loss, he said, was entirely because of rate-cutting by the nationalized concerns which absorbed traffic formerly carried by sub-contractors as return loads.

If the evidence had been before the court in May, said Mr. Mace, the surrender of a vehicle would not have been suggested. The B.T.C. must not be allowed to suggest that additional facilities should not be granted until customers were completely dissatisfied with the service given.

Refusing the application, Mr. Williamson said that, from the figures, not only were the company's sub-contracting earnings down by £8,000 since 1957, but there was also an apparent loss of £2,000 on their own vehicles.

G.M.C. Make Vehicle Turbines

THE first of 13 new automotive-sized gas-turbine engines has been produced by the Allison Division of General Motors Corporation. The new engine is known as the GMT305 and develops 225 h.p.

Of the 13 units ordered so far, eight

are destined for military use, three will go to oil companies, one is for a haulier and the other is for an off-the-highway operator. It is understood that the Shell Oil and International Harvester companies are among those who have ordered these engines.

The new units are described as production prototypes and it is expected that they will soon become volume-production powerplants. At present, however, the cost is prohibitive. At £12,000 each, one unit is at least seven times as much as an American turbocharged oil engine of the same output. An Allison spokesman stated, however, that full production is expected to bring the price down to within the range of comparable oil engines

Specific fuel - consumption figures released show the GMT305 engine's figure to be about 0.55 lb./b.h.p./hr. compared with from 0.5-0.75 lb./b.h.p./hr. for a 225-b.h.p. petrol engine and 0.4 lb./ b.h.p./hr. for an equivalent oil engine.

The gas turbine, however, occupies 16 cu. ft., compared with 25 cu. ft. for a 225-b.h.p. petrol engine and 50 cu. ft. for an oil engine of the same output.

The Allison product is of importance as it signifies the first attempt at quantity production of an automotive gas-turbine power unit, writes the technical editor. It has been developed independently of the Chevrolet engine, the Turbo-Titan, produced by another branch of G.M.C., which has been running for several years in an articulated vehicle.

SHEFFIELD BUSES AT STANDSTILL

THERE were no buses running in Sheffield at the beginning of the week. A strike of 2,000 transport department workers took 800 buses off the road.

A mass meeting of the busmen had decided they were not prepared to resume work under the existing national agreement. Mr. R. C. Moore, transport manager, was informed that the men were prepared to go back to work only, pending the introduction of a new national agreement on standing passengers and on the understanding that there would be no victimization.'

The mass meeting was of the opinion that the national agreement as it applied to standing passengers was made in 1948 before there were any Atlantean buses.

Trams ran augmented services on their routes. Busmen called on tram crews to stop work.

YORKSHIRE-NORTH WALES THROUGH SERVICE

THE North Western and Yorkshire Traffic Commissioners, in a reserved decision announced on Tuesday, have granted a linking condition to companies operating Liverpool - Newcastle Tyne express services. It will make possible the through conveyance of passengers from Leeds and other Yorkshire towns to North Wales resorts.

The Commissioners said that in granting the licences and backings, together with the modification introducing specific departures from Leeds at 6.30 a.m. on certain Saturdays, they noted that this was the only timing mentioned in the companies' declaration of intention to operate through vehicles to North Wales.

The companies concerned were the North Western Road Car Co., Ltd., Northern General Transport Co., Ltd., United Automobile Services, Lancashire United Transport, Ltd., the West Yorkshire Road Car Co., Ltd., and the Yorkshire Woollen District Transport Co., Ltd.

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Principle on Base to be Decided: New Transport Oswald Not to Seek More Work

THAT a haulier's base need not be in the actual area from which his outward traffic is moved, and that his vehicles need not start from or return there, was suggested at Hanley last week. This claim was made on behalf of Oswald Transport, Ltd., when the inquiry into their unauthorized change of base from Wolverhampton to Talke continued before Mr. W. P. James, West Midland Licensing Authority (The Commercial Motor, September 25).

"Taxi-truck" Licence Refused

A "MAN who wanted to operate a "taxi-truck service" was refused a B licence by Mr. J. A. T. Hanlon, Northern Licensing Authority, at Stockton-on-Tees last week. Mr. Robert A. Eastern, Guisborough, Yorkshire, in partnership with his wife, and trading as Eastern Taxi Trucks, was applying to run two vehicles with conditions "light general haulage within 25 miles of Guisborough and, on occasions, anywhere in Great Britain." He was opposed by three hauliers and the British Transport Commission.

Mr. Eastern told the Authority that he wanted to carry goods "for the general public." He had returned from Australia, where such services of the kind he had in mind, were operated, and wanted to help the "little working man" who wanted small items conveyed from Middlesbrough to Guisborough. British Road Services and the railways, he contended, carried only "big stuff." There were no supporting witnesses.

Mr. Hanlon explained that B.R.S. carried small parcels, and if he granted a licence out of sympathy the objectors might well appeal to the Transport Tribunal. If the objectors won their appeal, Mr. Eastern would then be faced with costs. Refusing the application, Mr. Hanlon said that if the applicant could provide supporting evidence he would be prepared to hold another inquiry.

RISE FOR PROVINCIAL BUSMEN?

WAGE demands likely to affect 212,000 busmen employed by private companies and municipal undertakings throughout the country may soon be under consideration. Last week the passenger group committee of the Transport and General Workers' Union decided to urge other unions in the industry to seek a rise in the Provinces.

London Transport men have already applied for an extra £1 a week and a similar increase was suggested for provincial workers.

MOTORWAY SPOTTERS

WHEN the London - Birmingham motorway is opened, the Automobile Association will provide a continuous breakdown service with radio-equipped Land-Rovers and, when suitable, spotter aircraft.

Two new radio transmitters have been set up. The control centre will be at Broughton flyover.

The company sought a variation of their licences to regularize the operation of four vehicles and one semi-trailer from Talke instead of Wolverhampton, and the transfer of two vehicles and two semi-trailers from Wigan to Talke.

Mr. W. A. McClelland, a director, replying to Mr. G. H. P. Beames, for the British Transport Commission, said that their main customers were steel companies in North Wales and at Merthyr Circular letters soliciting traffic in the Potteries would cease and he would give an undertaking that Oswald Transport would not seek additional work in the area.

The nature of a base was a principle that the Transport Tribunal had not hitherto considered, said Mr. Beames. The only decided appeal, Booth v. Hayes Wharf, was a conflicting judgment needing amplification and clarification.

The wording of Section 5, Sub-section 3, of the 1933 Act made it clear that a base was the centre from which it was intended vehicles should be physically operated.

Fully Controlled

Apart from the move from Wolverhampton to Talke, the applicants sought to bring vehicles from the North Western Area. The West Midland Authority could not possibly know the requirements of another area. Not only must vehicles be fully controlled, from a base, but an essential requirement was that at least 50 per cent. of the traffic should emanate from the vicinity.

Mr. J. A. Dunkerley, for Oswald Transport, submitted that so far as a false statement under Section 9, Subsection 4, was concerned, the fault was admitted. But there had been no change in the type of work and it had done no harm to anyone.

The Booth appeal showed that the B.T.C. had no authority for saying a base was the actual area from which goods must be moved, or a place to or from which vehicles should start and

Mr. James said that it was the first time in his experience that applicants had, in effect, said they wanted a base at a certain place but did not want any traffic from it and would not seek it.

Was it Mr. Dunkerley's view, he asked, that it would be correct to license an operator in the West Midland area whose traffic was from Manchester to London and nothing else? Mr. Dunkerley replied: "Yes, if it were a control

Mr. James said he would give his

Companies

J. Miles, Ltd. Cap. £100. Dirs.: Mrs. Rachel Miles, and Merton S. Miles, both of 24 Falkland Rise, Leeds. Sec.: Rachel Miles. Reg. office: 13 Crimb'es Street, Leeds.

Cyrll Williams (Bryumawr), Ltd. Cap. £20,000. Dirs.: C. Williams and Josephine M. Williams, both of 4 Cemetery Road, Bryumawr, Sec.: Josephine M. Williams. Reg. office: 4 Cemetery Road, Bryumawr.

Brynmawr.

P. H. Cartwright and Sons, Ltd. Cap. £7,000.

Dirs.: P. E. Cartwright. The Russells, Hyperion Road, Stourton, near Stourbridge, and N. Cartwright, 35 Moss Grove, Kingswinford. Sec., Cartwright, Reg. office: Wollaston Road, Amble-

cote.

Audenshaw Transport, Ltd. Cap. £500. Dirs.:

Audenshaw Transport, Ltd. Cap. £500. Dirs.:

Owhitham (chairman). 42 Maple Avenue. Audenshaw, Lancs; E. Cooper, 2 Hawthorn Crescent, Shaw, near Oldham. Sec.; E. Cooper, R.g. office: Groby Road, Audenshaw, Lancs.

Long Eaton Hauliers, Ltd. Cap. £10,000. Dirs.:

J. J. Comery, 18 Maylands Avenue. Breaston, Derbyshire; J. K. King, 89 Douglas Road, Long Eaton, Derbyshire; J. K. King, 89 Douglas Road, Long Eaton, Derbyshire; Sec.; B. S. North, Reg. office: 7 Central Chambers, High Street, Long Eaton, Notts.

Derbyshire: J. K. King. 89 Douglas Road, Lony Eaton, Derbyshire. Sec.: B. S. North. Reg. office: 7 Central Chambers. High Street, Long Eaton, Notts.

Edward Liddle (Gosforth), Ltd. Cap. £500. Dirs.: E. Liddle and Mrs. May Liddle, both of 54 Salters Road, Gosforth, Northumberland: J. Carrahar, 2 School Street, Hebburn, Co. Durham. Sec.: May Liddle, Reg. office: 54 Saltern Road, Gosforth, Northumberland: J. Carrahar, 2 School Street, Hebburn, Co. Durham. Sec.: May Liddle, Reg. office: 54 Saltern Road, Gosforth, Northumberland. J. Carp. £100. Subs.: Elicen R. Shadbolt. 331 Ordnance Road, Enfield. Mrs. Gertrude Brook. 21 Morley Hill. Enfield. Dir.: Elicen R. Shadbolt. Sec.: J. Shadbolt. Reg. office: 16 Devonshire Road, London. N.13.

S. A. Filiat, Ltd. Cap. £500. Dirs.: S. A. Flint, 99 Gloucester Grove, London, S.E.5: A. E. Yooman, 238 Broadwalk, London, S.E.5: A. E. Yooman, 238 Broadwalk, London, S.E.5: A. E. Flour, Marks, Hants, and Miss Winifred J. Deacon, Mountain Ash, Rawthorne Road, Four Marks, Hants, Dir.: G. W. H. Deacon, Sec.: Winifred J. Deacon, Mountain Ash, Rawthorne Road, Four Marks, Hants, Dir.: G. W. H. Deacon, Sec.: Winifred J. Deacon, Reg. office: Hawthorne Road Garage, Hawthorne Road, Four Marks, Lants. Len Newton, Ltd.—Cap. £1,000. Dirs.: Leonard Newton and Rose E. Newton, both of 4 Bispham Avenue, Reddish, Sec.: Rose E. Newton, Reg. office: 22/8 Langdale Avenue, Reddish, Sec.: Rose E. Newton, Reg. office: 6 Surrey Street, London, W.C.2. Cherryfield (M.T.), Ltd.—Cap. £2,000. Dirs.: Mrs. Chiloe H. Lane, Reg. office: Bollington, Reg. office: Burrey Street, London, W.C.2. Cherryfield (M.T.), Ltd.—Cap. £2,000. Dirs.: Mrs. Chiloe H. Lane, Reg. office: Bollington, Penman S. Livermore, 26A Apple Iree Way, Wickford, Essex. Sec.: Chiloe H. Lane, Reg. office: Bollington, and Thelman Kirk. Ltd. Cap. £2,000. Dirs.: Mrs. Ray of Carlon, Reg. office: Gosurey Street, London, W.C.

BIRMINGHAM BUSMEN CLAIM 40-HR. WEEK

CLAIM for a 40-hr. week, which Awill cost the transport department another £250,000 a year, has been sub-mitted by busmen to the Birmingham Corporation. The claim was discussed by the transport committee on Tuesday, Mr. W. H. Smith, general manager, told The Commercial Motor after the meeting that the committee would not agree to the demand for a 40-hr. week. The management, however, would follow any national award that might be made in the future.

The busmen had withdrawn a claim made earlier for a five-day week, said Mr. Harry Green, of the Transport and General Workers' Union, "because of the very serious staff situation."

Sharp Exchange Over Linking: "Shadow Express" Service

A SHARP exchange occurred during the hearing of the North Western Traffic Commissioners' proposals to prohibit the linking of destinations by Scout Motor Services, Ltd., which was continued at Blackpool last week (The Commercial Motor, October 16). Mr. F. Williamson, chairman, observing that Scout wanted to continue linking, which meant deviating from authorized routes, said that this would be illegal. For Scout, Mr. J. Booth, interrupted to say: "It has never been established that linking is

illegal."

Mr. Williamson replied: "The position is entirely unsatisfactory, and these admissions would never have come to light if the Commissioners had not proposed to add conditions." He then suggested that Scout withdraw their application and that the Commissioners abandon their proposals. It would then be left for the Commissioners to prosecute, if they thought fit, and there might be the possibility of revocation or suspension.

To this challenge Mr. J. C. Watkinson, a director of Scout, said that he wished

to proceed with the hearing.

Mr. Booth had said that in trying to limit linking the Commissioners were thwarting the operators' desire to run more economically. Licences should be as simple as possible or they would always be misinterpreted. If linking were illegal, it should be stated by the law.

It had been observed by Mr. Watkinson that the Commissioners' proposals had resulted in Scout applying to link 11 pairs of excursions, with destinations including Morecambe, Windermere, Grange, Keswick, Chester, Llandudno, Rhyl, Buxton and Matlock. They had been linking these destinations since they started coach operations and this had sometimes involved a departure from authorized routes. He claimed that linking was not harmful to other forms of transport, and if it was prohibited operators would suffer wasted mileage.

Public Disfavour

Ribble Motor Services, Ltd., did not link their destinations, and were in favour of the condition being attached to Scout's licence. Mr. G. Dawes, a Ribble traffic assistant, said that the public were not in favour of linking. In the north west most operators did not link. Replying to Mr. Booth, he said that they considered linking to be nothing less than a shadow express service.

In favour of the proposals, a British Railways official said that fewer vehicles were operated by linking. Remaining vehicles could then serve other destinations, and consequently take more traffic.

The chairman reserved his decision and said that it was the duty of the Commissioners to know how coach owners were operating under their licences. He did not think that either Ribble or Scout had made a case to merit the linking of their two catchment areas, and a condition to this effect would probably be added to their licences. However, he could see nothing wrong if they interchanged passengers at Preston.

He thought that a condition would

have to be attached to Scout's licence regarding linking of destinations. They might be allowed to link some, but not all, of them. With regard to backing licences, he said that where two destinations had been linked and one was inside the North Western Area and the other outside, the route already being laid down, no further application should be necessary.

Where two destinations were both in the backing area and the route from the first to the second was already laid down in the backing area, no further application would be necessary in this area.

Perkins to Expand: £285,000 for Works

To meet increased production, F. Perkins, Ltd., are to spend £285,000 on building three new bays at their Peterborough factory. The extensions, which will add 80,000 sq. ft. to the floor space, will be completed by the middle of next year. By that time production is expected to rise to 700 engines a day.

Two of the new bays will be used for storing components and finished engines, and the third for transport and handling purposes. An additional extension will be made to the casting-preparation

building.

Announcing the plan, Mr. M. I. Pritchard, managing director, stated that engine production for the first six months of this year had increased by 45 per cent. compared with the same period last year.

NATIONAL SPIRIT

A REGULAR grade of motor spirit, under the brand name National, has been introduced by the National Benzole Co., Ltd. It will replace Dominion fuel.

Normal User Argued Before Mr. Hanlon: Davis Bros. Seek General Terms

THE words "general goods, Great Britain" provoked a long and involved argument between Mr. J. A. T. Hanlon, Northern Licensing Authority, and Mr. Ralph Cropper, transport consultant, at Newcastle upon Tyne last week. It resulted in an unopposed application by Davis Bros. (Haulage), Ltd., to convert a special-A into a public A licence being adjourned for the Authority to "consider further" the normal user.

The applicants were instructed to provide more information of receipts and details of modifications carried out to the vehicle concerned. This

had increased by 13 cwt, in weight. Mr. Cropper, for Davis Bros., who have a branch at Felling, County Durham, said that when the vehicle was first registered it was said to weigh just under 2 tons 19 cwt. The weight had increased to 3 tons 12 cwt. There had been no increase in carrying capacity or

dimensions.

The manager of the branch, Mr. H. L. W. Jeffries, said that figures showed that the vehicle had been fully occupied carrying goods throughout Great Britain. From the list of commodities carried by the vehicle, the only possible description of its normal user was "general goods." The vehicle's aluminium body had been replaced by a timber one, which accounted for the increase in weight.

After questioning Mr. Jeffries about journeys detailed in documents, Mr. Hanlon said: "This is called tramping." He added that British Road Services had made an application for certain renewals of their licences and had been opposed on the ground that the normal user "general goods, Great Britain" was out

of date.

It had also been claimed that a haulier applying for a licence should give the Authority the proper definition of the work on which he proposed to employ the vehicle. "That contention," said Mr. Hanlon, "was upheld, and the

B.T.C. agreed to certain normal users."

Mr. Cropper submitted that there were no objectors to the present application. He contended that many applications were being granted with a user "general goods, Great Britain," in cases where that was the proper definition.

Davis Bros. set out to be general hauliers and it would be improper for them to give any statement that they were going to carry certain commodities for certain customers. It was their intention to carry any goods that came

"You are asking for all the advantages of a common carrier, without the disadvantages," observed Mr. Hanlon. There were always fluctuations in trade and industry, replied Mr. Cropper.

Mr. Hanlon then said that a definition of normal user did not stop applicants carrying anybody's goods anywhere. As far as he knew, it had never been found that goods had lain untaken, or anybody had lost business, because of changes concerning normal-user definitions that had occurred. Mr. Cropper submitted that there had been cases of that sort.

Adjourning the application, Mr. Hanlon requested a statement of receipts from principal customers and descriptions of the vehicle's body when received from the manufacturers, and the

modified body.

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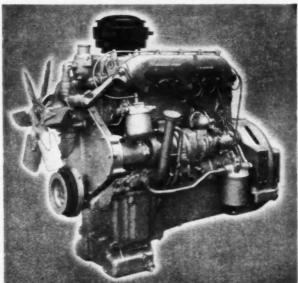
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5 LITRE DIESEL ENGINE More Power-Longer Life

Ratings up to 89 b.h.p. at 2,600 r.p.m. Maximum torque of 218 lb ft at 1,250 r.p.m.

... a high powered unit in the range of Perkins engines for fast road transport.

- * A NEW diesel engine based on 27 years' design and manufacture experience.
- * Exceptional POWER to weight ratio.
- CHROME PLATE LINERS giving longer engine life.
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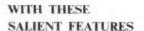
Normal and Forward Control tractors, petrol or diesel power. Gross train weight 27,000 lb.



10-ton

Forward Control tractor, petrol or diesel power. Gross train weight up to 34,500 lb.

...and now a 12-ton BEDFORD



- Gross Train Weight, 38,500 lbs.
- Forward Control
- 350 cu. in. Diesel Engine
- Extra Heavy Rear Springs
- Five-Speed Heavy-Duty Gearbox
- 2-speed Rear Axle
- Wheelbase, 86 ins.
- Turning Circle, only 34 ft.
- Fitted with 7.50 x 20 (12 Ply) Tyres All Round

THE BEDFORD TRACTOR RANGE

8-TON NORMAL CONTROL TRACTOR petrol £790; diesel £975

8-TON FORWARD CONTROL TRACTOR petrol £912; diesel £1,037

10-TON FORWARD CONTROL TRACTOR petrol £924; 300 cu, in, diesel £1,144; 350 cu, in, diesel £1,349

12-TON FORWARD CONTROL TRACTOR £1,554

Better buy Bedford



Here's the latest and largest of the Bedford haulage family — a tough 12-ton giant (docile, too!) that puts its operator in easy command of big loads on tight schedules. In every detail of its well-thought-out design, in its exceptional manoeuvrability, in its readiness for all road conditions (with 5-speed gearbox and 2-speed rear axle, a total of ten forward speeds!), in its economy, its safety, its solid dependability, this newcomer is a worthy mate to the famous Bedford 8- and 10-ton artics. Same nation-wide service behind it, too, from the network of authorised Bedford dealers, with low-priced parts available at all points. Ask your Bedford dealer now for full details of the Bedford 12-tonner, or write to Vauxhall Motors Limited · Luton · Beds.

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CAN YOU **AFFORD** NOT TO TRY Shell Rotella Multigrade?



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LEADERSHIP IN LUBRICATION

Applicants Request Adjournment: Surprise Objector Appears

AN application to renew a "unique" B licence was adjourned at Newcastle upon Tyne last week at the request of the applicants, the Coundon Haulage Co., Ltd., Coundon, County Durham. They wanted to change their application into one for an A licence. The licence was described as unique in the area because four of the vehicles specified on it were completely unrestricted.

Before the hearing, Mr. J. A. T. Hanlon, Northern Licensing Authority, was asked by Mr. J. Wragg, Hinwick. for permission to object to the Coundon Haulage application. Mr. F. Milton, secretary of the Northern Area of the Road Haulage Association, for Coundon, said that the application was published last April, and that objection should have been lodged within the statutory period.

The case had already been adjourned to allow Mr. Hanlon to deal with it, and this was the first intimation of any objection.

For Mr. Wragg it was explained by Mr. I. Robey that he did not take Applications and Decisions, and knew about the application only two days after the original inquiry in June. On advice from the R.H.A. he had approached the Authority's office about the matter.

Asked by Mr. Hanlon why he had not objected within the time limit, Mr. Wragg said that on being told of the application he had immediately gone to the R.H.A. and the Authority's office. He had been advised to obtain the services of a solicitor.

"Let Down by R.H.A."

Mr. Hanlon: "You are a member of the R.H.A.?" Mr. Wragg: "Yes, and I think I have been badly let down by them, as well."

Mr. Milton explained that if the objection had been made within the specified time, he would not have appeared on behalf of the applicants. There was a ruling that if one member of the Association objected to another, the R.H.A. would not intervene.

If the objection were allowed, he added, he would have to ask for an adjournment for someone else to be instructed. Mr. Hanlon considered that the objection should be heard and the case was adjourned until later in the day.

On resumption, Mr. T. H. Campbell Wardlaw, for Coundon, said that the application was for the renewal of a B licence for six vehicles. Whilst two vehicles were restricted to carrying various commodities within 25 miles, the remaining four were unrestricted.

Mr. Wardlaw said that in 1947 the company had made application in respect of six vehicles, five of which had extensive and lengthy conditions attached to them. The Authority at that time, Mr. S. W. Nelson, considered that in view of the wide conditions it was not necessary to have any at all.

The vehicles had remained on B licence because the applicants were coal merchants. The licence had since been renewed without opposition. The Authority was asked by Mr. Wardlaw to repeat what had been done in the past and renew the licence in its existing form.

Mr. Hanlon: "I seem to have heard rather similar observations with regard to the grant of public A licences which had had 'general goods, Great Britain' on them for many years."

Mr. Wardlaw said that if the Authority were to change the position, a new A licence in respect of the four vehicles would be sought.

The Authority indicated that it would be prepared to grant an adjournment sine die, after hearing assurances from Mr. C. A. Renaldi, managing director of the applicant company, that he had no intention of carrying commodities which were being taken by Mr. Wragg to certain

OPERATORS TO HEAR REPORT

destinations

MR. L. PATRICK, West Midland divisional secretary of the Traders Road Transport Association, told *The Commercial Motor* on Tuesday that the divisional committee were to hold meetings, open to members and non-members, to discuss the survey of C-licence transport. The meetings will take place within the next few weeks in the Potteries, Wolverhampton, Birmingham, Coventry and Hereford.

HOTELIER REFUSED GRANT

A N Aviemore hotelier, Mr. R. A. Tully, has been refused a licence to operate tours and excursions for guests by the Scottish Traffic Commissioners. Proposed destinations included the Cairngorms, the Alpine nursery at Inchreach, Cullodien, Blair Castle and Blair Atholl. The British Transport Commission and a local operator objected.

£100 Yearly Loss for Scots Operator

WHEN Mr. D. J. Gill, Dornie, Kyle of Lochalsh, applied for a B licence to Mr. A. Robertson, Scottish Deputy Licensing Authority, last week, Mr. S. F. Campbell, an objector, said that if it were granted he would lose £100 a year.

Mr. Gill wished to carry food, newspapers and laundry daily from Inverness, and was supported by many traders and businessmen from the area he intended to serve.

Mr. Campbell, who currently operated to the district, said that it was impossible for a daily service to pay. He was, however, prepared to see if he could operate more frequently, although he did not wish to run uneconomically.

If the application succeeded, he would no longer deliver newspapers from the railhead at Kyle of Lochalsh. This work carned him £100 a year.

The witnesses told the Authority that Mr. Campbell's services were too infrequent, they wanted a daily service such as the applicant's.

The licence was granted. Mr. Robertson said that a grant should improve local amenities.

INDIANS ORDER DUMPERS

A CONTRACT for a fleet of 120 Leyland Comet tipping chassis, valued at £300,000, has been placed with Ashok Leyland, Ltd., Madras, by the Central Public Works Department. Bo m ba y State. Forward control ECOS2.2R models, with a wheelbase of 9 ft. 10 in., and powered by 100 b.h.p. Leyland 0.350 oil engines have been ordered. They will be equipped with hydraulic tipping gear and dumper bodies of approximately 5 cu. yd. capacity.

"SMOKESCREEN" FINES

FOR using a lorry which emitted excessive smoke, Stanley Boardman. driver, Heywood Road, Liverpool, and John Hunter and Co., 'Ltd., Bowring Park Road, Liverpool, his employers, have each been fined £5. It was said, at Stafford, that so much black smoke was emitted that it was difficult for other drivers to see past the lorry on the off side.

Haulier Gaoled for Fraud

PASSING sentence of 18 months' imprisonment on a haulage contractor involved in the forging of conveyance notes, Judge Aarvold at the Old Bailey last week said: "This fraud seems to be a particularly dangerous one, easy to operate and possibly very difficult to bring home to the culprit. But if anyone else should be tempted to go in for a similar practice they had better realize there are very severe penalties involved."

A jury had convicted Peter Oliver Gilseman, Reid Street, Islington, on seven charges of obtaining money, totalling about £180, from a transport agency, by using forged notes.

Mr. Edward Clark, prosecuting, said that Gilseman, in a small way of business, was engaged by contractors to shift rubble at building sites. The practice was for a site checker to sign a note for every load removed, and the haulier to claim payment against the note. Because of the delay in obtaining payment, hauliers could get their money immediately, less 5 per cent., from a transport agency, who claimed from the contractors.

Gilseman, it was alleged, had resorted to filling-in and forging signatures on 94 conveyance notes. He pleaded not guilty and said that if there had been any dishonesty it had been by his drivers.

Det. Sgt. Thomas Johnson said that Gilseman had three previous convictions and came out of prison in May, 1958.

£220,000 Orders in Three Weeks

ORDERS totalling more than £220,000 for single- and double-deck buses have been received by Leyland Motors, Ltd., during the past three weeks or so. They have come from municipalities and bus companies and include a further order for 24 Atlantean chassis from Ribble Motor Services, Ltd. The Western Welsh Omnibus Co., Ltd., have ordered another 19 Atlanteans and 12 underfloorengined PSUC1.2 Tiger Cub singledeckers.

A second heavy-duty truck has been ordered by the Chinese National Transport Machinery Import Corporation for trial purposes. The vehicle is a Super Hippo three-axled tractor powered by a 125 b.h.p. O.600 oil engine. A 30-ft.-long 25-30-ton platform semi-trailer is being made by Dyson.

Orders for a fleet of heavy-duty lorries and special vehicles for the carriage of goods and passengers have been placed with Leyland and Albion Motors, Ltd. The orders, valued at more than £50,000. have been placed on behalf of the Government Transport Department of Ghana, by the Crown Agents.

GRANT FOR BROILER TRAFFIC

GROUP of broiler-chicken rearers A in the Wiveliscombe area, with a production target in six months' time of 30,000 per week, would need special insulated vans to transport their goods to London. Mr. S. W. Nelson, Western Licensing Authority, was told this at Taunton when the Tone Vale Transport Co. applied to increase their fleet of 16 vehicles by four.

The company had been asked to transport the broilers to the London market and carry feeding stuffs required by the producers. Mr. P. J. Langdon, who with his brother had started Tone Vale Transport in 1955, said he was also a director of an egg-packing concern and had a controlling interest in another haulage business. Transport stretched to the limit, he said.

A number of mid-Somerset hauliers, British Road Services and British Railways objected, but Mr. Nelson granted three vehicles.

STILT ROAD FOR MANCHESTER

ROADWAY on stilts, built 22 ft. above the ground in the form of a multi-span bridge, is planned for Manchester. The project has been drawn up by the town planning committee and is part of a £6m. scheme. The road will be 1,200 yd. long, stretching across Hulme and Chorlton-on-Medlock, and will by-pass part of the city.

COMPULSORY WINDING-UP

AN order for the compulsory winding-up of Oak Hill Transport Co., Ltd., was made by Mr. Justice Roxburgh in the Chancery Division on Monday. It was made on the petition of Shell-Mex and B.P., Ltd., judgment creditors for £556.

B8



This Scania-Vabis coach with Van Hool bodywork attracted much attention at Victoria Coach Station last week. It was brought from Belgium to demonstrate the high standards of comfort offered to Continental coach travellers.

Belgian Coach Shown in London

O persuade their agents to accept To persuade their agents to bookings for coach travel on the Continent rather than turn over such inquiries to travel agencies, London Coastal Coaches, Ltd., brought a Belgian coach to London last week and displayed it for two days at Victoria Coach Station. The coach, which belongs to Epervier Autocar, a member of the European Railways Europabus Group, was a good example of the comfortable vehicles now being used for long-distance passenger transport on Continental roads.

The initial indication that the vehicle provided more than ordinary comfort was that only 34 passenger seats were fitted within an overall length of 38 ft., giving a reasonable pitch between the aircrafttype units used. Bodywork was produced Van Hool and Fils, Koningshooikt, Belgium, and was of two-level design with the rear half raised to give a better view for the rear passengers and permit a large luggage locker and extra fuel tanks to be fitted beneath the rear floor.

The tanks hold 176 gal., allowing the

coach to complete the Brussels-Nice-Brussels run without refuelling.

At the rear of the body a lavatory is fitted on the near side, and a curved upholstered bench following the contour of the body is placed on the other quarter.

Decoration of the interior is to luxury standards with matching trim for the seats and body panels. Ventilation is by two hinged windows at the extreme rear, and three-way glazed ventilators in the roofs of the upper and lower saloons. An airconditioning system is incorporated which blows air at atmospheric temperature in hot weather and, by means of an oil-fired heater, hot air when required.

The chassis on which the coach is based is a Scania-Vabis product of 20-ft. 6-in. wheelbase powered by a 10.26-litre oil engine which develops 165 b.h.p. at 2,200 r.p.m. A five-speed gearbox with an overdrive top-gear ratio is employed to give the coach, which weighs approximately 94 tons unladen, a top speed of 65 m.p.h.

Bedford 12-ton Tractor Produced

RATED for a gross train weight of 17 tons 3 cwt., a Bedford 12-ton tractive unit is introduced today by Vauxhall Motors, Ltd. The vehicle is similar in appearance and overall dimensions to the existing 10-ton forwardcontrol model. It is listed at a price of £1.554.

A Leyland O.350 105 b.h.p. six-

cylindered oil engine drives through a 13-in.-diameter clutch to a five-speed heavy-duty gearbox and Bedford two-speed rear axle. The axle rating is 18,000 lb.

Telescopic dampers supplement the front suspension, which consists of 13-leaf semi-elliptic springs with a rate of 670 lb./in. At the rear 11-leaf, 5,000 lb./ in. semi-elliptic springs are used. The main leaves are 1 in. thick.

Standard tyres are 7.50-20-in. (12-plv). mounted on the new Bedford "square blank" welded wheels, but 8.25-20-in. (12-ply) tyres are available at extra cost. Moulded linings are used in the normal Bedford vacuum-hydraulic braking system. The unit has an unladen weight of 2 tons 161 cwt.

Lancaster Transport Department, £4,374 profit, Serck, Ltd., £693,005 net profit after £580,880 tax. Year's dividends 17½ per cent. Lake and Elliot, Ltd., £174,977 consolidated net profit after £176,508 tax. Year's dividends 12½ per

Rootes Motori, Ltd., £2.095,609 net profit after all charges, including £1,820,105 tax. Year's dividends 16 per cent.

Stockton-on-Tees Transport Department, £8,943 net profit after loan and other charges. Total working expenses £452,615 (29,85d, per bus-mile); total income £563,096 (37,14d, per bus-mile).

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Licence Lost After "Trafficking"

THE B licence of a haulier of Trindon Grange, County Durham, was revoked by Mr. J. A. T. Hanlon, Northern Licensing Authority, at Stockton-on-Tees last week for what he described as "trafficking in a licence without a vehicle or a business."

Mr. R. Cunningham had been called to show cause why the licence should not be revoked or suspended. He said that in December, 1958, he was approached by a Mr. McAllon, who told him that he had for disposal a B licence issued to Mr. S. C. Docking, Birtley. Mr. Cunningham said that he knew that the vehicle had been laid up, but agreed to pay £150 for the licence. Mr. McAllon took £100 to pay a debt owed to him by Mr. Docking, and the remaining £50 cancelled a debt owed by Mr. McAllon to himself.

He added that one of his own vehicles was operated under Mr. Docking's licence for four months, and in April, 1959, the Road Haulage Association were instructed to make a take-over application.

He then got Mr. Docking to sign an agreement. But as he was unable to obtain letters or figures, letters were put in from one of his own customers and a Glasgow haulier, purporting to be a customer of Mr. Docking. He made up figures by working from Mr. Docking's old drivers' records and altering the dates.

Questioned by Mr. Hanlon, he agreed that the vehicle shown on the take-over application had been his all along, and had never carried for Mr. Docking's customers. Mr. J. Croft, for Mr. Cunningham, submitted that it could not be denied that there had been a false statement, but his client had parted with £150 in the belief that he was gaining something. There had been no deliberate attempt at

Mr. Hanlon said the figures were false from beginning to end and the agreement for sale showed a vehicle actually belonging to Mr. Cunningham. Inquiries showed that Mr. Docking's vehicles had been off the road since July, 1958. Mr. Cunningham had been trafficking in a licence without a vehicle or a business and the money appeared to have been paid to a third party.

More Smalls Work by Atlas

EVIDENCE of the increasing volume of parcels and smalls business in the Birmingham area was made apparent last week when the Atlas Express Co. (Birmingham), Ltd., applied for the addition of a 3-ton van and a 51-ton articulated outfit to an A licence.

Mr. R. A. Hall, West Midland Deputy Licensing Authority, made a partial grant for the articulated unit to operate within 25 miles, and for trunking between the company's Birmingham, London and Manchester depots.

The traffic called for daily service; and chaos, to the detriment of customers, would result if the grant were not made, said Mr. D. Carless, for Atlas, About a year ago the company had been granted three B-licensed vehicles. Since then traffic had increased heavily and the position had become so difficult that the branch manager and a third of his staff had, for the past six weeks, worked seven days a week.

Mr. Derek Dowsett, Birmingham

branch manager, said that facilities were now under stress. They accepted their position with regard to hiring, but in the past three months they had been forced to get vehicles from other than parcels carriers. Neither the vehicles nor drivers were suitable. There had been occasions when they had been unable to hire vehicles at all.

Supporting the application. Mr. Arthur Taylor, manager of the Midland Manufacturing Co., Birmingham, said his requirements for transport had increased 25 per cent, in the past year. In recent months customers had been kept waiting as much as three or four days for deliveries.

Mr. Frederick Devereux, production manager of James Wilkes, Ltd., Bilston, Staffs, said his company had experienced loss of goodwill and customers because of delays in delivery by Atlas. Deliveries to some places were seven days late. They used to get a 24-hour service to London.

Crossing Case in High Court

THE case of a Nottingham trolleybus driver whose vehicle struck a man on a pedestrian crossing came before Lord Parker, Lord Chief Justice, in the Queen's Bench Division last week.

Ronald Guyler Lawton, the driver, had been charged before Nottingham magistrates with failing to accord precedence to pedestrian on a crossing, but they decided that he had no case to answer. The High Court, however, remitted the case to them with an intimation that there was a case to answer.

In January, Lawton was approaching the crossing, but could see only half of it because of a reversing lorry. Unknown to him, an elderly man, with bad sight and hearing, was on the crossing and did not stop as the trolleybus bore down on him.

The magistrates stated that as Lawton could not see the man, and because the movement of other traffic did not indicate that the crossing was being used, the driver was entitled to proceed at the slow speed at which he was said to be moving.

The prosecution appealed against this opinion, and Lord Parker said that it was the duty of a driver to approach a crossing so that he could stop should anyone. unseen to him, be on it.

Mr. Justice Ashworth and Mr. Justice Paull agreed.

Hired Lorry Sold: Users Granted Licence

BECAUSE a lorry, which had been hired on a full-time basis at an annual cost of £2,400, had been sold, the users. W. G. Golding and Sons, Ltd., were granted an additional vehicle by Mr. S. W. Nelson, Western Licensing Authority, last week. He allowed an application to vary an A licence by the addition of a lorry of 31 tons.

The Authority was told by Mr. A. W. Balne, objecting for British Railways, that the other vehicle on A licence, which was the subject of a renewal application, had, by numerous variations, increased its capacity by 5 tons and greatly widened its normal user.

GREAT CHALLENGE TO INDUSTRY

THE European market probably presented the greatest challenge and opportunity to the British motor industry. said Mr. J. M. A. Smith, president of the Society of Motor Manufacturers and Traders, at the Motor Show, Earls Court. London, on Wednesday.

Mr. Smith continued: "We look for-

ward to the successful conclusion of negotiations for free trade between this country, Scandinavia, Switzerland, Austria and Portugal." This might later lead to a wider trading association of those countries with the Common Market.

BETTER SHOW FACILITIES

A NEW high-level road, which would allow vehicles to set down display material at the main floor of a new building and at new gallery-level entrances of the Grand and National halls, is planned for the Olympia exhibition buildings in London. Mr. George Pollitzer, chairman, Beck and Pollitzer, Ltd., introduced the scheme on Tuesday as part of a £3m. project to provide better facilities.

He is the chairman of a committee of the Federation of British Industries which is pressing for a new exhibition

building in London.

COMMON MARKETING PLAN

ARRANGEMENTS for the common marketing of Hyster internalcombustion-engined trucks and Ransomes electric appliances in Great Britain have been made by Hyster, Ltd., Glasgow, a subsidiary of the American Hyster company, and Ransomes, Sims and Jefferies, Ltd., Ipswich.

Both companies will retain their own manufacturing rights, but will collaborate on design and engineering. There will be no financial link between them.

24 MORE HOSTESSES

PASSENGER reaction to the prototype 'Gay Hostess" double-deck coach has been so favourable that the company has decided to purchase 24 similar vehicles, said Mr. H. Bottomley, general manager of Ribble Motor Services, Ltd.. at Preston last week. Ten of the vehicles. based on the Leyland Atlantean chassis, will be operated by a subsidiary, W. C. Standerwick, Ltd., and all 25 are expected to be in use by early next summer.

New Equipment

Protected Veneers for Bodywork

DURABLE and attractive trim for coachwork interiors is A DURABLE and attractive time for constitution of the manufactured by Bonded Laminates, Ltd., Old Ford, London, E.3. The material consists of a plastics laminate finished with a real wood veneer. The veneer is impregnated with Melamine resin which gives a high surface gloss without polishing and resists burning, abrasion and discoloration.

The laminate is supplied in sheets 8 ft. by 4 ft. and 16 in. thick. The veneers available are sapele, figured mahogany, figured limba, afrormosia and mahore. It is marketed under the name Belfort and can be cut to size with any high-speed fine-toothed circular saw.

Certain Starting

THE Startall Universal battery charger and engine starter manufactured by Stenor, Ltd., Richmond, Surrey, caters for 6 v., 12 v. and 24 v. electrical systems. It will start any petrol or oil engine on its own battery even if that battery is completely discharged. When not in use for emergency starting the Universal will provide a normal charging rate for twelve 6 v. batteries, six 12 v. batteries or three 24 v. batteries. The apparatus is weatherproofed for outdoor use and incorporates safety devices to ensure that it is not left continuously in the "starting" condition.

Germanium Rectified

SINGLE-CIRCUIT battery chargers produced by Partridge, Wilson and Co., Ltd., Davenset Electrical Works, Leicester, under the name Davenset, are now fitted with germanium rectifiers. They are said to offer higher efficiency at lower cost than previous models. The new chargers, known as models G.1, G.2, G.3 and G.4, provide charging rates from 6 amps. to 12 amps. and the G4 type will feed five 12v. or 10 6v. batteries.

Seeing Backwards

THE Reversa-lite reversing lamp manufactured by the Wipac Group, Bletchley, Bucks, costs £1 9s. 6d., complete with bulb, fixing bracket and a pull-out lead fitted with a snap connector.

The G range of Davenset battery chargers fitted with germanium rectifiers is stated to give higher efficiency at lower cost than previous models. Four types comprise the range giving charging rates from 6 to 12 amps.



The Wipac Reversa-lite costs £1 9s. 6d. complete with bulb, fixing bracket and lead. A hood is in-corporated in the lamp rim.

sible application, in a modified form, as the rear door for a van. The Portaldor, as it is named, is hinged at the top and opens outwards. assisted by a counterbalance, to form an awning. Thus, when fitted to the rear of a

it would provide protection vehicle. from the weather whilst loading and unloading were taking place. The door is manufactured from continuously galvanized steel sheet, does not need painting and weighs approximately 2 lb. per sq. ft.

Mobile Staging

A DJUSTABLE staging which is self-propelled and steerable from the working platform is offered by Anderston Clyde (Midlands), Ltd., Chadderton. Manchester. It is known as the Move-on and consists of galvanized steel staging mounted on rubber tyred wheels. One set of wheels is steered by a handle at the top of the framework whilst the other wheels are driven through a handcrank and shaft. A brake prevents the unit from moving when work is in

The working platform can be set at six different positions between 2 ft. and 5 ft, from ground level whilst the staging will pass through a doorway 6 ft. 6 in. high and 2 ft. 6 in. wide. Complete with its container the Move-on weighs 94 lb., and costs £27 10s.

Crush-proof Hose

BY dispensing with conventional spiralwire reinforcement, the Non-crush suction and discharge hose manufactured by William Warne and Co., Ltd., Barking, Essex, is highly resistant to damage by crushing. It may be run over repeatedly by wheeled or tracked vehicles, returning to its original shape immediately the weight is removed.

This is achieved by a novel form of fabric reinforcement. The hose is available in bore sizes from 1½ in. to 3 in. and in earthed fuel and lubricating oilproof versions if required. Its price is said to be comparable to spiral-wire reinforced piping.

It gives a wide beam of light whilst the hood incorporated in the lamp surround prevents the driver being dazzled.

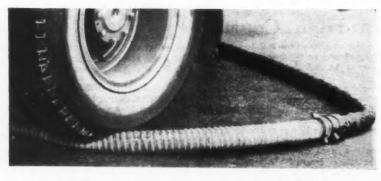
A large rear lamp for commercial vehicles is another addition to the Wipac range. Known as the Truk-lite it is 31 in. wide and 13 in, high. The bulb holdersseparate bulbs are used for the rear and stop lights-are mounted on a steel backplate to which is attached a flexible plastics moulding carrying the lens.

Alloy Sections

SIMPLE fabrication of light-alloy van bodies and containers is provided by the use of alloy sections offered by G. E. Neville and Son, Ltd., Mansfield, The sections are similar to those employed by Neville for some years in the construction of tipper bodies, but are lighter and incorporate a dove-tailtype joint to give a watertight seal between units.

Door-cum-Awning

Reigate, Surrey, is thought to have a pos-



Fabric reinforcement is used for the Non-crush suction and discharge hose. It is highly resistant to damage by crushing, can be run over repeatedly by wheeled or tracked vehicles and is available in bore sizes from 14 in. to 3 in.

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Political Commentary

By JANUS

Expanding Universe

OT so very long ago, the road user and the traffic expert wanted more than anything else to see some evidence that new roads were being built. Now that, thanks largely to Mr. Harold Watkinson, former Minister of Transport, the evidence is at last available, the expressions of gratitude have soon given place to criticisms of the overall plan, or to the suggestion that no plan exists. The fashionable idea is to look a few years ahead, to maintain that tomorrow's roads will not fit the traffic of the week after, and to point out that the building now in progress both augments the problem and succeeds only in shifting the solution from one geographical point to another.

The mathematicians calculate the rate at which traffic is growing, and come to the conclusion that it will always exceed the rate of road building, just as, according to another branch of science, our largest telescopes are losing the race with the expanding universe. The sociologist shakes his head over the vision of a car-owning democracy; he argues that the provision of fine wide motor roads will stimulate the sale of cars, and end by making the problem twice as bad. The town planner believes that the new roads will succeed only in bringing more traffic more quickly to places where the congestion is already formidable.

Mr. C. T. Brunner has referred to the feeling "that if you shut your eyes to it, somehow it will sort itself out." In view of the horrible consequences that are prophesied each time a new road scheme is launched, there may be some excuse for the state of mind that Mr. Brunner deprecates. The fatalistic attitude may be detected in the statement by Mr. Watkinson, last May, that "traffic congestion is at least a sign of expanding and lively economy—a by-product of an advanced technological way of life." Much the same idea has been expressed by Sir Herbert Manzoni, Birmingham City Engineer. He has described congestion as "a manifestation of normal healthy evolution, of our high and still improving standard of living."

Not the End

That such opinions can be expressed by persons in high authority may cause some uneasiness, but need not be taken to mean that the struggle against congestion has been given up in despair. After all, a traffic jam is not the end of the world. It is easy, and sometimes tempting, to go to the other extreme and become over-portentous about the appalling effect of too many vehicles and the last car that broke the nation's back.

An attempt to make our flesh creep is to be found in The Architects' Journal this month. The issue is devoted entirely to the problem of motor traffic and the motorized city, or Motropolis. The reader is left to draw his own inferences, but there is no lack of hints as to the reaction expected from him. The purpose of the main article, it is said, is not to offer any new cut-and-dried solution, but "to emphasize above all the need to place the study of traffic problems and the preparation of road-building programmes on a completely scientific basis."

Later, it is suggested, and no more than suggested, that the purpose goes a little further. The London road plan put forward by the Nugent Committee is found wanting because, among other things, it is almost entirely concerned with improving the flow of through traffic, whereas it should have been related to "a comprehensive plan to bring traffic

under control within a safe and civilized environment." The lesson drawn from what has happened in America is said to be that, no matter how much money is sunk in road-building, "no solution can ever be found so long as other measures are not taken to bring the volume of traffic within manageable limits."

The general theme that emerges from the article is in a sense directed against the private car. The plain statement is made that the attempt to use the car for all, or nearly all, personal journeys "presents town planning and architectural problems for which no workable and acceptable solution has yet been found." Nevertheless, there are no strong recommendations that the car should be banned, or its use restricted by law. There should be "rational decisions as to its production" (what is meant by this is not clear); but the car is a "superb tool" that we should learn to use "economically and constructively, not wastefully and destructively."

Sticks and Carrots

City development should be controlled in such a way as to make a great many journeys unnecessary. There should be an attempt, "by judicious use of sticks and carrots"—which does involve some restriction, with the simultaneous offer of a "better service by public transport"—to achieve a balance between the capacity of the road system and the number of vehicles on it.

There are some interesting, and often sound, proposals in the article. Most people would now agree that teamwork is necessary to solve the traffic problem, and that the architect has a part to play from the beginning. It follows from this that a solution determined mainly by engineering considerations, and ignoring the planner and architect, "will be blindly destructive and cannot achieve its aims."

It is a good suggestion also that whatever plan is adopted must not be concerned with roads alone. There must be "comprehensively planned reconstruction," using where necessary multi-level traffic circulation. The programme of planned urban renewal must include a "new communications system in the cities," a more sensible location of homes, workplaces, shopping and entertainment, and a balance between vehicles in use and road and garage capacity.

For public transport there is much comfort in the article. Full use must be made, it is suggested, of a modernized system for the mass movement of people in cities. We must not allow our own system, "still one of the best in the world," to be destroyed in the "vicious circle of declining traffic, rising fares and reduced services."

Where disagreement is most likely is with the assumption in the article that Motropolis is to be found perhaps in the U.S.A. and in science fiction, but is not with us now in Britain. The impression that remains is that we have time to spare. Not only is a great research programme proposed, which would go beyond existing or projected traffic movements, but this research, it is said, "must" precede any large-scale road programme. There should be a Ministry of Planning, as the research in its entirety would be beyond the scope of any one of the existing Government departments.

In fact, now that the Government have been brought to the point of boasting about an expanded road programme, it would be a pity to discourage them by suggesting that they are working to the wrong plan.

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ice is l-wire To fill the gap in their range between the Superpoise 15-cwt. chassis and the 1½-tonners, Commer Cars, Ltd., have produced a 1-ton version of their 1½-ton forward-control chassis. The major difference between the smaller and larger models lies in the wheelbase, which has been shortened by I ft. without altering the front and rear overhang.

Lighter springs are fitted at the rear and 7.00-16 (8-ply) tyres are used. As in the 1½-tonner, either the Rootes four-cylindered petrol engine or the four-cylindered indirect-injection oil engine is offered. Both units have a capacity of 2.26 litres. The petrol

three years ago, the engine was the first production unit in this country to be fitted with the C.A.V. distributor-type fuel pump. Although some teething troubles were experienced in the early days, this simple and effective pump has now built up a reputation for reliability.

The van weighed 1 ton $18\frac{3}{4}$ cwt. unladen; 1 ton $0\frac{1}{4}$ cwt. of sand bags and iron weights was added to bring the weight up to 2 tons $19\frac{1}{2}$ cwt., which, with myself and two Commer representatives aboard, made the gross weight 3 tons 4 cwt.—a 2-cwt. overload on the manufacturer's gross rating of 3 tons 2 cwt.

lating circuit an average speed of 30 m.p.h. was aimed at for the non-stop runs. During the stopping runs, the engine was left idling for 15 seconds at each halt.

Road conditions varied markedly during the three hours which it took to complete the seven runs and were reflected in the figures obtained. There was little traffic during the non-stop run at full load, which allowed the exceptional figure of 40 m.p.g. to be returned.

This was 0.9 m.p.g. better than the figure achieved with half the payload removed when the same average speed was maintained in heavier traffic. I

Latest Commer Van Offers Ease of Operation with Good Economy and Large Capacity

The Commer 1-t Bridges the





engine develops 56 b.h.p. at 3,400 r.p.m. and 104 lb.-ft. torque at 1,600 r.p.m. and the oiler, 48.5 b.h.p. at 3,000 r.p.m. and 89.5 lb.-ft. torque at 1,500 r.p.m. A higher-rated version of the oil engine is offered for arduous operation.

With an oil engine the standard van costs £843, or with petrol engine, £723.

The synchromesh gearbox is identical to that fitted in the $1\frac{1}{2}$ -tonner, but the rear-axle ratio is raised to 5.14 to 1, whereas a 5.57 to 1 ratio is used in the larger model.

In constructing the 280-cu-ft, allsteel van body, maximum use has been made of existing pressings. The roof panels, suitably cropped, are from the 300-cu.-ft, body normally fitted to the 13-ton chassis, whilst the body side panels from the larger van are incorporated without obvious modification; the extra length merely reduces the opening for the sliding doors.

The standard van provided for test was an oiler. When introduced some B12

(Above) On the steepest section of Bison Hill the Commer restarted without difficulty. The exhaust remained clean during all the climbing tests. (Right) The sliding doors of the new model are 1 fr. narrower than those on the 1½-tonner from which it is derived. Access to both the driver's seat and the load is still easy.

As this degree of overload would probably be the rule rather than the exception in service, I did not remove any of the load. It is noteworthy that, although nominally a 1-tonner, the van can carry 1 ton 3½ cwt., including the driver, yet remain within the recommended gross rating.

A graduated test tank was fitted before making a fuel-consumption run on our familiar six-mile course between Barton and Clophill on the A6 road. On this representative, unduthink 40 m.p.g. with full load is rather better than would be achieved in service at average speeds in the order of 30 m.p.h.; a more likely figure is about 38 m.p.g., which is, nevertheless, satisfactory.

I attempted next to test the brakes and was forcibly reminded that sunsoftened tarmacadam surfaces can be as slippery as wet ones; full-pressure brake applications from 20 m.p.i. provoked violent skidding and gave stopping distances of more than 60 ft. surface Such cooling the an ture 17 of 1 in in use

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60 ft. Brake testing was accordingly postponed until a cooler surface could be found.

Such heat seemed ideal for assessing the efficiency of the cooling system. At the foot of Bison Hill, near Whipsnade, the ambient temperature was 91° F. and the coolant temperature 174° F. The 3-mile climb, which has an average gradient of 1 in 10½, was made in 3 minutes 25 seconds with first gear in use for 8 seconds.

Had I not delayed the change from third to second gear, losing road speed, the van would have made the ascent without resort to the lowest ratio. The water temperature after the climb had risen by only 6° F.-a very good performance from a non-pressurized system on such a hot day.

As the 1-tonner has an identical braking system to the 14-tonner, it should have exceptional stopping power with spare braking effect to allow for fade and similar reductions in efficiency. To ascertain whether this was so, I coasted down the hill in neutral, restricting the speed to 20 m.p.h. with the foot brake. As the gradient decreased towards the bot-

Although a shortened version of a larger model, the 1-tonner has pleasant propor tions. The doors are held automatically in the open position by a positive catch actuated by the normal door handle.



1-tonner the Gap

By Anthony Ellis

tom of the hill, top gear was engaged and the vehicle driven at full throttle against the brakes to maintain the same speed.

The complete descent occupied 2 minutes 30 seconds, with 32 seconds spent in top gear. A full-pressure brake application from 20 m.p.h. produced the astounding reading on the Tapley meter of 100 per cent. although the brake pedal almost touched the floorboards. Earlier the meter had proved slightly erratic and the reading recorded was obviously not true. However, during the stop all the wheels locked and there was clearly little reduction in braking effect through

Indeed, the DM8 moulded facings employed are claimed to increase slightly in efficiency when heated. The degree of drum expansion which took place was obviously severe, even allowing for the high ambient temperature, and some alteration in the design of the 12-in.-diameter castings or in the material used for them might reduce it. Full pedal travel was recovered in less than two minutes and there was no smoke or smell of overheating from the facings themselves.

Returned to the 1 in 6 section of the hill, the van was held easily on the hand brake. Restarts in bottom gear were made without slipping the clutch, although the vehicle would not get away in second gear.

The theoretical maximum gradient ability of the 1-tonner is 1 in 4 and at the weight at which it was tested, I would assume that it could be restarted without difficulty on at least a 1 in 5 slope. During these tests no excessive exhaust smoking was noticed, even when the engine was labouring at full throttle in second

An early start next morning produced a satisfactory surface on which to obtain braking figures on a section of the North Orbital Road. The Girling system employed is powerful and pleasantly progressive, requiring only light pedal pressures for normal retardation.

Straight-line Braking

On the slightly polished road used for the test, the vehicle pulled up in a straight line with all wheels locked on all occasions both from 20 m.p.h. and 30 m.p.h. Even better figures than those obtained would have resulted from similar tests on a roughsurfaced road.

Although the lever is not ideally situated-when applied, it is rather far back in relation to the driver's seatthe hand brake produced an average reading on the Tapley meter of 43.5 per cent. from 20 m.p.h. Doubts as to the accuracy of this reading were dispelled when I measured the skid marks (only the off-side rear wheel locked during these tests), and found

them to average 30 ft. As there would be no delay in the system, this figure tied in well with the meter reading and shows the hand brake to be really effective.

The North Orbital Road was employed also for acceleration tests. Each figure quoted in the data panel is the mean of one run in each direction.

David Whitten, of Commer, handled the vehicle during these runs, as I found the synchromesh on the three upper gears rather heavy, hampering fast gear-changing by one not used to the vehicle. Starting in first gear for all the through-the-gears runs the van reached 30 m.p.h. in 17.5 seconds. Acceleration then tailed off rather, as a further 21 seconds were required to attain 40 m.p.h. Maximum speeds in the gears were found to be: First, 10 m.p.h., second, 20 m.p.h., and third, 34 m.p.h. As the maximum speed is just over 50 m.p.h., the overall gear ratios with the 5.14 to 1 ratio axle fitted are well split for normal opera-

Considering that the Rootes oil engine runs up to 3,000 r.p.m., the van was surprisingly tractable in top gear, running at slightly under 10 m.p.h. in this ratio without distress. From this speed the acceleration was constant in increments of approximately 15 seconds for each gain in speed of 10 m.p.h. up to 40 m.p.h.

Slight vibration was felt between 12

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suire .p.h. gave than m.p.h. and 16 m.p.h. The hand brake and gear levers juddered throughout this period, indicating that the engine mountings were effectively insulating the frame from movement of the power unit.

Although satisfactory on good road surfaces, the front suspension was rather hard for rough roads Originally, lighter springs were fitted to the 1-tonner, but these were found to give insufficient roll resistance. They have been replaced on the latest model by the springs normally fitted to the 30-cwt. chassis. Roll is curbed effectively, but the ride is, understandably, harsher.

Otherwise the Commer was pleasant to handle, with a good seating position, although the driver's seat is adjustable only fore and aft. The steering is light, stiffening up only at really low speeds and then not excessively. A mulf over the engine covers absorbs most of the engine noise.

Good Vision

Although the windscreen is divided and flat, the reasonably slim centre and side pillars ensure that the driver's vision is not unduly obstructed. Better than usual rectangular outside mirrors give the driver a fair degree of rearward vision, although, as windows are provided in the rear doors, why cannot an interior mirror be a standard fitting? This, of course, is not a plea applicable to Commers only.

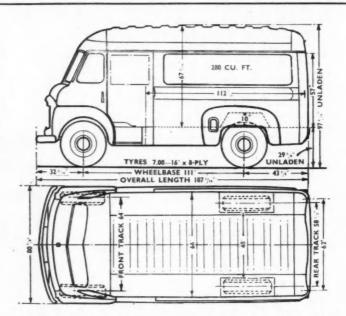
The van is equipped with flashing direction indicators, an interior light, a document pocket and a tool box mounted on the near-side wheel-arch.

The body was quiet at all times and there appeared to be no relative movement between its components on normal road surfaces. Although the door apertures are smaller on this model than on the 1½-tonner, it is possible to step straight into the van from the driver's door. The doors have excellent positive locks, operated by the normal handle, to hold them open. Cranked hinges allow the rear doors to be folded back against the body sides, where they are held by socket-and-eye retainers.

Maintenance Tasks

Having completed the road section of the test, I carried out some sample maintenance tasks. Starting with the engine, I removed the cowling muff, after releasing one press stud, in four seconds and the top section of the cowling in three seconds.

The near-side engine cover incorporates a detachable panel secured by two turnbuckle fasteners. This was removed in two seconds, giving access to the dipstick, the fuel filter and the



ROAD TEST No. 670/MI29-COMMER MARK V I-TON VAN



MODEL: Commer Mark V 1-ton forward-control van with 280-cu.-ft. all-steel body.

| WEIGHTS: | | | | 7 | ane | cwt. | |
|-----------------------|-------|--------|-----|----|-----|------|---|
| Unladen | *** | *** | | | 1 | 18 | 3 |
| Payload Driver and | EWO O | bserve | ers | ** | 1 | 4 | 2 |
| | | | | | 3 | 4 | 0 |
| DISTRIBUTIO | N: | | | | | 4 | 4 |

TRANSMISSION: Through 10-in,-diameter singledry-plate clutch to four-speed synchromesh gearbox, thence by one-piece propeller shaft to the fully floating spiral-bevel rear axle.

GEAR RATIOS: 5.77, 3.029, 1.703 and 1 to 1 forward; reverse 6.985 to 1; rear-axle ratio 5.14 to 1.

BRAKES: Girling hydraulic system with twoleading-shoe units at front wheels and leadingand-trailing-shoe units at rear wheels. Had brake linked mechanically to rear wheels only. Diameter of drums 12 in.; width of facings, front and rear, 2½ in.; total frictional area 202.5 sq. in., that is 63.3 sq. in. per ton gross weight as tested.

FRAME: Pressed-steel channel-section side members with four cross-members.

STEERING: Cam and peg, ratio 18 to 1,

SUSPENSION: Semi-elliptic springs with telescopic dampers at both axles.

ELECTRICAL: 12v. compensated-voltage-control system with 115-amp.-hr. battery.

FUEL CONSUMPTION: See separate panel for detailed results.

TANK CAPACITY: 10 gal., range approximately 380 miles non-stop with full load.

ACCELERATION: Through gears, 0-20 m.p.h., 8 sec.; 0-30 m.p.h., 17.5 sec.; 0-40 m.p.h., 38.5 sec.; direct drive, 10-20 m.p.h., 15.5 sec.; 10-30 m.p.h., 31 sec.; 10-40 m.p.h., 48.5 sec.

BRAKING: From 20 m.p.h., 18.75 ft. (23 ft. per sec. per sec.); from 30 m.p.h., 43 ft. (22.5 ft. per sec. per sec.).

WEIGHT RATIO: 0.758 b.h.p. per cwt. gross weight as tested.

FORWARD VISIBILITY: To within 8 ft. 4 in. of front bumper at ground level on centre line.

TURNING CIRCLES: 40 ft. both locks. Swept circle, 43 ft.

MAKERS: Commer Cars, Ltd., Luton, Beds.

FUEL CONSUMPTION ANALYSIS

| Payload (cwt.) | Gross weight (tons) | Test | Average m.p.g. | Average m.p.h. | Gross ton- m.p.g. | Time-load- mileage factor |
|-------------------|---------------------------|--|-------------------|-------------------|-------------------------|---------------------------------|
| 20.75 | 3.2 | Non-stop One stop per mile Four stops per mile Non-stop One stop per mile Four stops per mile Non-stop | 40 | 29.3 | 128 | 3,750 |
| 20.75 | 3.2 | | 31.2 | 27.3 | 99.8 | 2,724 |
| 20.75 | 3.2 | | 21.3 | 19.4 | 68.1 | 1,321 |
| 10.375 | 2.67 | | 39.1 | 29.3 | 104.4 | 3,058 |
| 10.375 | 2.67 | | 32.5 | 26.9 | 86.8 | 2,335 |
| 10.375 | 2.67 | | 24.0 | 20.1 | 64.1 | 1,288 |
| Nil | 2.16 | | 41.0 | 29.7 | 88.6 | 2,629 |

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injection pump. The cover can be detached without taking off the muff.

Having done this, I checked the engine oil level with the flexible dipstick in 15 seconds. The bowl of the C.A.V. paper element fuel filter, the only filter in the system, was removed and replaced after inspecting the element in 3 minutes 50 seconds.

To allow the filter bowl to be drawn out through the side panel it was necessary to remove the inlet pipe to the filter to give sufficient clearance. The flat spanners provided in the standard tool kit would not fit the securing nut on top of the filter or the banjo bolts on the fuel line. Although the adjustable spanner in the kit would have sufficed, it is not the best tool for this sort of work.

An injector was then removed in 3 minutes 20 seconds, but I was fortunate in that the injector had been in the head for only 800 miles and was still easily withdrawn. I replaced it in 5 minutes after experiencing difficulty in linking up the inlet and overflow pipes.

While carrying out this task I spilt oil fuel on the rubber sealing strip surrounding the top flange of the engine cowling. It promptly detached itself from the metalwork, indicating that a Derv-resistant adhesive would be an advantage.

Bleeding the fuel system can be rather involved. To be performed thoroughly it necessitates attention to seven bleeding points; the air filter, two unions on the fuel pump and the four injectors. The task is complicated by the difficulties of getting a spanner anywhere near one of the unions on the fuel pump and of

releasing the injector feed pipes with-

out first removing the overflow pipes. I left this operation to the Commer service department, who had the engine running in 25 minutes. I was told that bleeding can take anything from 15 minutes with luck to half a day without this valuable commodity. The task could certainly be simplified by tidying up the injection system in general

After noting that the air cleaner was mounted accessibly on top of the engine and that the Purolator oil filter could be reached only from underneath the vehicle, I turned to maintenance of the chassis.

Forty-five seconds sufficed to inspect

the gearbox oil level. This operation was carried out in the cab with a dipstick covered by a rubber plug in the floor. A similar plug in the driver's toe board reveals, when removed, the hydraulic fluid reservoir for the braking system. It took 35 seconds to check its level.

The level plug for the rear axle is situated in the differential cover pan at the rear. It is loosened by means of a large Allen key and was removed and replaced in 65 seconds.

To adjust the rear brakes, I jacked both rear wheels up together with the screw-type jack provided in the tool kit. This proved hard and rather slow work and more normal practice, when the vehicle is fully laden, would be to jack the wheels up separately.

Once the wheels were clear of the ground the single square-headed adjusters on the back plates presented no difficulty. Both brakes were adjusted in 8 minutes 40 seconds. I did not take up the front brakes. Had I done so they would have required less time than the rear brakes, even though there are two adjusters to each brake, because the front-axle loading is lighter.

Dodge and Seddon to Fit New Perkins 5-litre Engine

AT the Scottish Motor Show in Glasgow from November 13-21, a a new oil engine manufactured by Perkins Engines, Ltd., Peterborough, will be displayed on the Dodge and Seddon stands. The engine, a 5-litre (305 cu. in.) unit known as the Six 305, will be fitted to a forward-control Dodge 6-tonner and shown as a separate exhibit by Seddon. It is to be a standard option for both forward-and normal-control Dodge 5- and 6-tonners and for the Seddon 7-ton range.

The unit is basically similar to the C 305 engine which has been fitted in Commer 4-, 5- and 6-ton forward-control models and in the Karrier Gamecock since September, 1958. In the Commer and Karrier applications it is laid on its side at an angle of 24 degrees from the horizontal for underseat mounting. The Six 305 is a vertical unit.

It is similar in design and construction to the long-established Perkins P6, having six-cylinders of 5-in, stroke and incorporating the Perkins combustion system which gives a compromise between direct and indirect injection. However, the cylinder-bore size is increased from 3.5 in, to 3.6 in, to raise the capacity from 4.73 to 5 litres, and chromium-plated thin-wall cylinder liners are fitted as standard to improve the life of the bores.

A flange-mounted C.A.V. distributor-

type injection pump is used for the Six 305 and the fuel lift-pump is driven by a cam gear interposed between the exhauster and the injection pump, which are in tandem. The lubrication system provides positive force-feed oiling for the engine auxiliaries, and the water-pump impeller design is improved to prevent cavitation of the coolant at high engine speeds—the Six 305 runs at up to 2.600

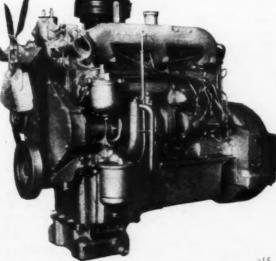
r.p.m. A. C.A.V. Thermostart coldstarting aid is fitted in the induction manifold.

Less starter and flywheel, but complete with all other engine auxiliaries, the Six 305 weighs 700 lb. In overall

Known as the Six 305, the unit is basically similar to the C 305 engine used in Commer and Karrier models since 1958. It is also akin to the long-established P6, except that the bore is greater to increase the capacity. Net output is 83 b.h.p. at 2,600 r.p.m.

size it does not differ greatly from the P6 and normally can be incorporated in any chassis which will accept the lower-powered engine. It is 2 ft. 9 % in. long from the front of the fan to the rear of the crankshaft flange, 1 ft. 11 in. wide and 2 ft. 8 in. high.

Gross output for the Six 305 is 89 b.h.p. at 2,600 r.p.m. With the exhauster, dynamo (on charge) and 17-in.-diameter six-bladed fan being driven, the net output is 83 b.h.p. at the same speed. Maximum torque is developed at engine speeds between 1,250-1,500 r.p.m. and is 218 lb. ft. gross and 210 lb. ft. net.









(1) Loaded vehicles, all well sheeted, about to leave the fine transhipment shed of Cropper and Colthrop Transport at Thatcham. In the foreground are miscellaneous consignments, notably of machinery. (2) Cropper and Colthrop are among the few consignments, notably of machinery. (2) Cropper and Colthrop are among the few haulage companies who make their own lorry sheets and proof them. (3) A Commer with a load of raw material for use in making felt-backed paper. (4) An overhead crane unloads raw material from a Foden 15-tonner at Colthrop Board and Paper Mills. (5) Mr. S. J. Ashman, who after 40 years still heads the haulage business—albeit under a new name—which he founded in 1919. He recovered the business from British Road Services on denationalization. (6) Sheeting down an A.E.C. eightwheeler taking reels of paper from Colthrop Board and Paper Mills. Paper loads are extremely susceptible to moisture. (7) An overhead hoist drops reels of paper on to an Eagle semi-trailer at the Colthrop Board and Paper Mills.

Personal Service

HUS the Thatcham depot of British Road Services was offered for sale in Special List S.1 in the summer of 1954. Tenders were returnable by September 15 and two months later, after nearly seven years of nationalization, Mr. S. J. Ashman recovered the business he had founded in 1919 as Thatcham Road Transport Services, Ltd. The company was among the first to be acquired by the British Transport Commissionin February, 1948-and its return to its original owner was one of the highlights of 1954.

But in its reincarnated state it was no longer identified by the letters T.R.T.S., which had been known throughout the road haulage industry for so long. B.R.S. Thatcham depot was acquired by Cropper and Colthrop Transport Co., Ltd., which had been formed by Cropper and Co., Ltd., carton manufacturers, to ensure efficient service for their customers and their associated concerns, Colthrop Board and Paper Mills, Ltd., and Containers, Ltd. Mr. Ashman was appointed managing director and still holds that office. The whole of the vehicles, equipment, B16

for Paper Trade

A 40-year-old Haulage Business, Recovered Intact from B.R.S., Becomes the Transport Organization of a Big Thatcham Paper Group

By A. E. Sherlock-Mesher

premises and staff were transferred during a week-end, so that there was no break in the continuity of service.

The four companies, occupying a site at Thatcham, Berks, measuring about a mile from east to west, with five separate production units, were acquired by Albert E. Reed and Co., Ltd., on September 1, 1956. There is now close co-operation between Reed Transport, Ltd., and Cropper and Colthrop Transport, particularly on traffic movements, and the Reed maintenance system has been introduced at Thatcham.

On denationalization, 88 vehicles and ancillary equipment were taken over. Some have since been replaced, but the total is unchanged. The bulk of the fleet consists of rigid vehicles, of which there are 63, but there is a gradual movement towards articulated outfits, which facili are o Ri Fode whee whee four-

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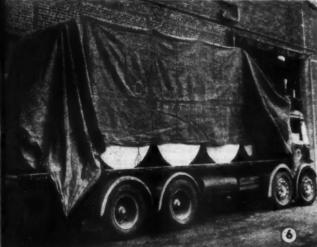
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facilitate loading from the group's production lines. All are operated under A licences.

Rigid vehicles comprise 21 16-ton eight-wheelers—16 Foden, three A.E.C. and two Albion—10 12-ton six-wheelers—eight Foden and two Albion—11 7-8-ton four-wheelers—nine Albion and two Commer—and 21 four-wheeled 6-7-tonners—16 Guy Otter, a Morris and four of other makes. The "artics" are two Foden 16-tonners, seven Albion 10-tonners, 12 Austin 10-tonners and two Bedford 8-tonners. There are also two E.R.F. tractors for low-loader work, breakdowns and so on.

Most of the vehicles are platform lorries, which are the most suitable for loading heavy reels of the various types of board produced, also sheets, fibre-board and corrugated-board containers. Paper for packaging and reeled paper felt for roofing or floor covering are also carried. The same vehicles conveniently, load the inward cargoes, such as waste paper, wood pulp and various raw materials used in paper and board production.

Full-length platforms are preferred when dealing with bulky corrugated cases, which form a small part of the outward traffic. They are also useful when carrying general goods, light machinery, explosives, grain and feeding stuffs. Loading is mainly by day and unloading partly by night.

When required, sheets and cartons are carried on

wooden or non-returnable board pallets, which are handled by fork truck. The use of pallets is, however, frequently limited. Reels are handled by overhead cranes.

Board cases, and felt reels in particular, require care in loading and sheeting. Two flax sheets are always used, and sometimes three. These are made by Cropper and Colthrop Transport, who must be among the few haulage concerns to do so.

The total annual tonnage of traffic handled is 163,834, and the fleet covers more than 2m. miles a year on a night

B17

A fork truck tranships a palleted load of Reed carton products from a Foden eight-wheeler at the Thatcham depot of Cropper and Colthrop Transport.

and day service to Lancashire, on daily services to London, Birmingham and Kent, and on deliveries to group companies at Aylesford, Tovil, Dartford, Greenhithe, Larkfield and New Hythe (all in Kent), Feniscowles (Lancs), Manchester, Brentford (Middx), London and Wells (Somerset).

There is a heavy call for cartons for food and confectionery before Christmas, and another peak in the carriage of grain is created by the harvest, but otherwise seasonal demands have tended to disappear.

Mr. T. J. Cantwell, secretary-manager, explained to me that orders for transport from the group companies were dealt with almost entirely by telephone between the dispatch controllers in the production plants and Cropper and Colthrop Transport. Direct telephone lines have been installed and simultaneous contact can be made with all the companies at Thatcham.

Group companies issue their own consignment notes, the flimsy copy of which is retained by the transport subsidiary. From these notes each using company prepares a daily summary of outward traffic and supplies the transport organization with two copies. The top copy, after checking, pricing and summarizing each week, forms the invoice

Inward loads for group companies are booked in an order register. Each has a job number, which is used in all documents. Rates for traffics handled on behalf of the group are embodied in a schedule based on prevailing charges in the industry generally, with provision for amendment to suit changing conditions.

Traffic carried for outside customers, including work sub-contracted from hauliers and clearing houses, is documented on the lines of inward consignments for the group. The flimsy copy of the order, endorsed with the order number and the agreed rate, forms the basis of the daily traffic summary, from which, in turn, invoices are prepared.

Traffic Movements Advised

Twice a day, at fixed times, the traffic office at Thatcham and the company's representative in London and agents in Birmingham and Manchester exchange information on traffic for the trunk and regular services and on vehicle movements. Contractors and clearing houses are advised in advance by telephone or postcard. Before starting on long journeys, drivers are told where return loads are likely to be found and are given instructions for reporting breakdowns and other difficulties. They are required to maintain contact with the nearest office, so that fleet movements can be strictly controlled.

The costing system enables the accounts office to receive from each department at the end of each month a summary of income and expenditure in respect of each vehicle. A ledger account for each lorry shows the mileage covered loaded and empty, fuel used, wages and subsistence allowances paid, and costs of maintenance, tyres and sheets. Standing charges, including licences, insurance and depreciation, are calculated annually. Costs and income per mile are finally computed.

Monthly overall accounts for the management are



supported by departmental accounts covering the activities of the fleet, workshops and the public filling station on the Bath Road, which is open 24 hours a day. Estimated and actual costs for each class of vehicle are compared regularly.

With a mileage bonus scheme (based on the whole of the weekly mileage) and a non-contributory pension arrangement in operation, it is hardly surprising that the company have a waiting list of applicants for posts as drivers. The practice of keeping one man to a regular vehicle also encourages pride and interest in the job.

A fine, light maintenance shop with cantilever concrete arches and an unobstructed floor stands next to a large shed in which loads are transhipped under cover. Vehicles due for dock and major overhauls are notified each week to the traffic office, who withdraw them as they become available.

Four-part Maintenance Plan

Preventive maintenance, superintended by Mr. M. Langdon, the engineer, who has had 35 years' service, is based on four schedules—A, B, C and D. The work done is recorded on foolscap cards and each schedule is identified by a blue, red, green or black band along the top edge of the form to facilitate visible indexing. In each case the fleet and registration numbers of the vehicle, its type, mileage and date when service is due, and mileage, date and time when received in workshops are entered. Work to be done by the fitter and the greaser is segregated.

Schedule A, performed at 1,500-mile intervals, is as follows:

FITTER'S DUTIES—Engine: Examine for oil leaks: examine fuel system for leaks; drain sludge and water from fuel filters; check level in infection pump and governors; examine cooling system for leaks; lubricate all controls. Brakes: test hand and foot brakes; lubricate servos; examine hydraulic system for leaks. Steering: Examine for free play and loose bolts. Transmissions: Examine road springs for fractures; examine for loose bolts; tighten wheel nuts; examine all mouldings and window glasses; examine all donor locks. Tyres: Examine for cuts. etc.; check pressures. Electricals Test all lights and top-up; check windscreen wiper and washers. GREASER'S DUTIES—Engine: Lubricate water-pump shaft. Brakes: Lubricate all controls. Steering: Lubricate all joints. Transmissions: Lubricate universal joints; check oil levels in gearbox and rear axies. Chassiss Lubrication as per chart. Fire equipments: Check fire extinguishers.

Schedule B, a 3,000-mile routine, follows broadly the lines of the A service, with additions and variations, such as: renew lubricating-oil filters and remove and clean fuel and air filters: check cylinder-head nuts and tappets; check and lubricate throttle controls; top-up brake hydraulic system; check wheel alignment and power steering; examine universal joints, shock absorbers and two-speed-axle change unit; check window gear; change engine oil and verify steering-box oil level.

(Continued on page 391)

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RIER 'BANTAM'

TWO-TON TIPPER

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meets every short haul need

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Low loading height saves handling time and energy. Full forward control, with new wide-vision cab over front springs and power unit forward of front axle, provides exceptional bodyspace and balanced load distribution.

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The Karrier 'Bantam's' combination of strength, lightness and accessibility reduces both running and maintenance costs to an extremely low level.

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Powered by either 4-cylinder o.h.v. 53 b.h.p. petrol engine embodying chrome cylinder bores for phenomenal life, or 54 b.h.p. 4-cylinder light diesel engine for great economy.

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Simplified Programme

-to cut costs and boost profits!

At 6,000-mile intervals, schedule C is performed. Engines, brakes, steering, chassis and tyres receive the same attention as under schedule B, but spring bolts, transmission bolts and universal joints are tightened. The starter and dynamo are checked and, if necessary, lubricated, and wheel races are greased.

The 30,000-mile routine-D schedule-elaborates the C service. On this occasion the fuel pump is checked and the fuel filters renewed. The braking system, including the brakes on semi-trailers, undergoes thorough examination. The clutch is inspected for wear and is adjusted, and wheel races are repacked with grease. Woodwork is scrutinized for rot. Turntables are checked and lubricated, tyres are examined for uneven wear, the dynamo is cleaned, heater checked and gearbox and driving axles drained and refilled.

Each record card allows space for details of additional work done and shows time spent, materials issued and the cost of labour and supplies.

In the maintenance department there are pits for three

vehicles and a wide range of power equipment. welder's shop, attached to the main shop, has a Petbow arc welder, and the electrician's shop includes a Crypton charger and a Lucas Beamsetter. A Tecalemit greaser and a Sellarc force-lubricator are installed at the entrance to the workshops. A Weaver steam jenny is a recent acquisition that is worth its weight in gold.

Other facilities comprise a tyre-fitting shop, where tyre records are maintained, a bodybuilding department, a new paint shop, and a room in which the lorry sheets are made, repaired and proofed. Ropes are also manufactured. Painting is by brush, three coats of paint and one of varnish being applied. Vehicles are repainted approximately every two years.

So under a new name the old T.R.T.S. tradition of efficiency is maintained. Hauliers still look to the Thatcham depot for aid when their vehicles are in trouble in the south of England, and the police often call for assistance in reclaiming vehicles and clearing roads after accidents.

Letters to the Editor

Guy Kill Doubts on Eight-wheeler

MAY I be allowed to add to the statement by Mr. J. L. R. Croft (published last week) concerning the report (October 9) of proceedings before the Northern Licensing Authority in which Guy Motors, Ltd., were mentioned. You made it clear last week that, when referring to a Guy Warrior light eight-wheeled chassis, Mr. Croft, who was representing McPhees (Newcastle), Ltd., was interrupted in the middle of a sentence when attempting to explain that a light-alloy body, as fitted by McPhees, made the vehicle unsuitable for certain types of load.

I should like to add that, so far from having doubts about the carrying capacity of the Guy Warrior eightwheeler, McPhees have recently bought further chassis of

this type.

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Two other points need clarification:

(1) Doubt was expressed about certain chassis weights supplied by this company to the Licensing Authority. In fact these weights are entirely accurate and they relate to the chassis with cab fitted. Bodies were fitted after the chassis left our works, and we have never at any time stated the weights of the complete vehicles. All the weights given by us were for Invincible Mark I heavyduty eight-wheeled chassis. None of them related to the Guy Warrior light eight-wheeler.

(2) In evidence before the Licensing Authority Mr. Croft said he understood that a Mr. Block (who had apparently been concerned with modification to Guy chassis) had claimed to have taken part in the design of the Guy Warrior light eight-wheeler. Our design staff have never met Mr. Block, have never received any communication from him and had never even heard of him until your

report appeared. Wolverhampton.

S. L. HOLLIS. Director and Secretary, Guy Motors, Ltd.

Tackle Overloading-An Urgent Problem

THINK that the problem of overladen goods vehicles is urgent and should be settled by legislation, although conditions today are probably not as bad as they were before the war. I have been chargehand in a maintenance

shop since 1931, and can remember the days when lorries were advertised by the manufacturers as having 50 per cent. guaranteed overload capacity.

Nevertheless, dangerous overloading persists because of ignorance among operators and drivers of its harmful effects. Sometimes, of course, the risk of overloading is recognized but is taken as a gamble. The only solution is for vehicles to bear a plate denoting the permissible gross

The introduction of such a regulation would encourage operators to equip themselves with the right vehicles for the jobs they are required to do. A vehicle that is designed to carry a certain weight is much safer than one intended for lower payloads but which, with the law as it stands, may legally take an excess tonnage.

At present those of us who want to keep the transport

industry clean and safe feel helpless.

Ware, Herts. E. J. SMART.

Convert Railways into Roads

THE scheme to build stretches of road over parts of the old Midland and Great Northern Railway [The Commercial Motor, October 9.-ED.] is one upon which Norfolk County Council should be congratulated. is a far-sighted project and excellent roads can be made at modest cost. I hope that it will be the beginning of a wide-spread conversion of railways into roads throughout the country.

Harrogate, Yorks.

A. I. WATKINSON.

Mr. Rees Davies Back for Thanet

N connection with your report last week on the Conservative Members of Parliament interested in road transport who had been returned in the General Election. might I mention that the president of this Association. Mr. W. R. Rees Davies, held his seat for the Isle of Thanet. BOYD BOWMAN. London, S.W.1.

Secretary, The National Conference of Road Transport Clearing Houses.

In an official report published last year on road-rail co-ordination in France, M. Jacques Chauchat, president of the C-licence operators' association (the Union des Usagers des Véhicules de Transport Privé) criticized State intervention which sought to co-ordinate by legislation. M. Chauchat pointed out that little traffic was "interchangeable" and that there was, in practice, close co-operation between different types of operator regarding the most appropriate form of transport applicable to the normal range of goods traffic.

M. Chauchat said that it would be



(Left) M. Jacques Chauchat (with spectacles) chairman of the Union des Usagers des Véhicules de Transport Privé, the French ancillary users' association, with M. J. Landreville, secretary. (Below) M. C. Leblanc (seated) chairman of the Fédération Nationale des Transports Routiers, the hauliers' association, and M. J. Rober his assistant.



French Operators Fight "Expensive Illusion"

By P. A. C. Brockington, A.M.I.Mech.E.

difficult to improve co-ordination by outside intervention, and he described the Government's claim that the economy of goods transport could be improved by legislation as an "expensive illusion."

As in Britain, French ancillary operators are free to expand their fleets according to individual requirements, whilst the overall carrying capacity of hauliers' vehicles engaged in long-distance transport is restricted by law. Up to 1955 the tonnage was limited to the pre-war total, and although an increase was granted in that year, the benefit to hauliers was relatively small.

No Traffic Courts

There are no traffic courts in France, and apart from any legislation that might be introduced to abstract traffic from hauliers and divert it to the State-owned rail system, there is no threat of nationalization. Licences to carry specific types of goods over short distances are generally obtainable without difficulty at Ministry offices.

Despite the arbitrary limitation of hauliers' carrying capacity, the tonnage moved by their vehicles has progressively increased over the years. This is in part attributed by M. C. Leblanc, national chairman of the Fédération Nationale des Transports Routiers, the professional operators' association, to R22

Road Haulage Across the Channel Keeps Pace with Expanding Economy But Under Shadow of State Interference

the more general use of semi-trailers for the carriage of goods in bulk, combined with the development of mechanical handling.

A type of road-rail co-ordination that is fully acceptable to both C-licence operators and hauliers is represented by the development of special rail facilities for carrying road vehicles between large centres of population. Complete trains of these wagons are running regularly on an experimental basis from Paris to Lyons and from Paris to Bordeaux.

According to official statistics published in December, 1958, 759m. tons of goods were transported by road in France during 1957, compared with a total of 217m. tons by rail. Of the road tonnage, however, 646m. tons were conveyed a distance of less than 31 miles (50 km.) and only 33m. tons represented long-distance transport on routes of more than 93 miles.

In terms of ton-miles, therefore, the railways had a far larger share of the traffic than suggested by the percentages quoted. The statistics show that in 1957 the railways' share of traffic in terms of ton-miles was more than double the amount attributed to road transport.

The expanding economy of the country is indicated by a progressive increase in ton-miles by road, rail and water from 41,600m. in 1952 to 52,600m. in 1957. Road-rail percentages have, however, remained substantially the same, the ton-miles for road transport varying between 23 and 27, whilst the proportion for rail transport did not exceed 66 (1952) nor fall below 61 (1954).

Total Tonnage

A comparison between C-licence traffic and the operations of professional hauliers for the four years 1954 to 1957 in terms of total tonnage and ton-miles shows that the hauliers retained a substantial part of the longdistance traffic in a virtually uniform proportion. For example, in both 1954 and 1957, hauliers' vehicles carried about 26 per cent. (C-licence vehicles transported 74 per cent.) of the tonnage conveyed by road, whilst the ton-miles credited to them were about 48 per cent. Compared with the total tonnage carried by road, rail and water, the hauliers' contribution was 19-20 per cent., which represented 12-13 per cent. of the total if the traffic were assessed in ton-miles.

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Professional hauliers in France regard the British licensing system with mixed feelings. Those who consider that there would be opportunities of justifiable expansion, given a flexible licensing system, believe that regulations based on proof of need would benefit the country. In some cases, however, the complexity of the British system is criticized on the ground that it promotes instability.

An examination of the statistics shows how professional hauliers have increased their operational efficiency over the years if the assessment is based on ton-miles. Although the proportion of combined road-rail-water traffic credited to hauliers in 1957 (12 per cent.) was substantially the same as their share in 1954 (13 per cent.), they operated 6,400m. ton-miles in 1957, compared with 5,500m. in 1954.

Little Change

Percentages of goods vehicles in the various payload capacities have not materially changed in the past few years, and the figures for January, 1956, are representative of the proportions today. These show that C-licence operators owned a large proportion of vehicles in the 2-ton to 5-ton category and that vehicles of 7-ton, 10-ton, 15-ton capacities were divided about equally between the two types of operator.

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For example, 157,000 of the 162,000 2-ton vehicles were owned by C-licensees, and in the 15-ton category 1,800 vehicles were operated on own account and 2,200 by hauliers. The change in the balance between the two groups was marked when comparing 5-tonners and 7-tonners; in both cases hauliers operated 1,500 vehicles, whereas C-licensees owned 6,500 5-tonners and 1,900 7-tonners.

Of 108,000 lorries of 3½-ton capacity, 10,000 were operated by hauliers and 98,000 by traders, and in the 10-ton class the numbers were around 6,000 and 10,000 respectively.

In December, 1957, 1,247,100 ancillary vehicles were in service, compared with 91,300 lorries operated by hauliers. Of the 538,000 vehicles of up to 1-ton capacity, 531,200 were operated under C licence. The number of trailers in use totalled 156,400.

According to the Ministry of Transport figures published in January, 1958, the registered tonnage of long-distance hauliers was about 111,400 the number of concerns being 6,431. In the case of 25,413 short-distance hauliers the registered tonnage totalled nearly 207,000.

The large preponderance of small operators is shown by the fact that

more than 98 per cent. of the haulage companies operated eight or fewer vehicles. Nearly 68 per cent. ran one vehicle, whilst the percentage of those operating more than 20 vehicles was 0.3, the average fleet size being 45.

Concerns operating two lorries represented about 16 per cent., whilst fleets of three to five vehicles accounted for nearly 12 per cent. The percentage of hauliers running eight vehicles was 2.6, whilst companies operating an average of 14 vehicles were 1.1 per cent. of the total, and undertakings with an average fleet size of 20 were credited with a percentage of 0.4.

One township in three was provided with haulage facilities by a local company, which was a higher percentage than the number of townships with railway stations. These numbered 7,000 out of approximately 38,000.

The development of semi-trailer traffic in recent years is also revealed by official statistics. Between September, 1951, and January, 1957, the number of articulated vehicles increased from 9,134 to 25,004. The increase in vehicles of 13-ton capacity and over was approximately 800 per cent. in the case of semi-trailers, compared with a 250 per cent. expansion of drawbar trailers.

Of a total of 49,066 drawbar trailers in 1951, 4,734 were in the 1½-ton class, and the number of semi-trailers in this category was 137. Although semi-trailers of this capacity had increased to 451 by 1957 the total was still small compared with the 11,797 drawbar trailers.

In contrast, semi-trailers in the highest weight classification of 13 tons and over numbered 662 in 1951 and 5,297 in 1957, compared with 740 drawbar trailers in 1951 and 1,680 in 1957. In the 9-13-ton class there were 4,722 semi-trailers, compared with 5,133 drawbar trailers.

Standard types of wooden pallet are extensively employed by both C-licensees and hauliers, and steel or wooden stillages are frequently used for more specialized goods.

Special Wagon

The most recent type of wagon to be developed by the French railways for carrying goods vehicles is specifically designed to transport semi-trailers. It enables the height of the load to be reduced without using small wheels, which promotes stability at high speed. With the semi-trailer wheels supported on an underslung ramped framework, the body is about 12 in. above the main frame members of the truck.

A special oil-engined pheumatictyred tractor is employed to load trailers on the rail wagons with the aid of a mobile ramp. The tractor is equipped with a hydraulically operated lifting arm which mates with a bracket on the front of the trailer. The driver's seat swivels and the steering controls are duplicated, so that the vehicle may be driven forward in either direction.

The 310 miles from Paris to Lyons are covered nightly by rail in approximately 11 hours. If covered by road by a conventional tractor unit the journey can be completed in about 10 hours. Many hauliers and C-licence operators, however, have found that the rail services provide overall savings in time and cost, depending on the length of delivery run from the railhead and opportunities of backloading. A haulage company owned by the railways provide a delivery service at both terminals.

German Contrast

This system may be contrasted with a method employed by the German railways, in which the axle or bogie of the trailer is demountable, the body being lowered by the jacks on to the platform of the wagon after removal of the wheels.

An Italian system developed to facilitate road-rail transfers is based on the use of a demountable body in conjunction with road and rail vehicles equipped with support frames of similar dimensions. A special jacking-type installation is built on the rail siding to lift the body from the road vehicle and replace it on the rail wagon. An obvious advantage of the French system is that standard types of semi-trailer can be readily accommodated and no permanent installations are required.

The complexities of international traffic create special problems for both ancillary users and hauliers. Analyses of transport facilities in neighbouring countries are prepared by the F.N.T.R. and the U.V.T.P., and information is collected regarding road-building and transport projects in various countries. This enables expert advice to be given to members on probable trends in road and rail transport, as well as more immediate problems regarding regulations in other European countries.

French operators look forward to easier sea passages to Britain, or a channel tunnel, and to a network of motorways which would provide facilities for high-speed deliveries equal to the best in Continental countries. Hauliers forecast a great deal of international "haggling" before regulations in the United Kingdom will allow direct export by public carriers.

B73

N.A.F.W.R. Conference

Removers Think of Their Future

UCH thought is being given by the more progressive members of the furniture-removals industry to its future. This was evident from contributions to the autumnal conference of the National Association of Furniture Warehousemen and Removers held in London last week. Sentiment underlying several papers was that removers must not lag behind other industries in adopting modern techniques to improve service.

50 Per Cent. Inadequate

WE need to re-address ourselves to the whole business of our costs and rates in the light of the times we are living in. I am suggesting that 50 per cent. over net cost is wholly inadequate to meet the cost of modernization and capital re-equip-

This was stated by Mr. A. R. M. Walker, secretary, West Midlands area. More emphasis must be given, he claimed, to time and motion study.

When tenders were being submitted, it needed only one irresponsible operator to throw the others out of joint. Whilst the customer who accepted the lowest figure seldom, if ever, lost, the trade always did-individually and in the aggregate.

He contended that even if removers were to stick to sound estimating and quoting, their position would still be far from satisfactory. The question of rates was still dogged by out-of-date thinking. Though the trade might avoid the harshest impact of competition, it could still fail to share in the improved prosperity.

Little Chance

Relative to the changing value of the pound sterling, removers would be surprised how little was the difference in the level of their prices in 1951 as compared with today. There had been talk of doubling our standard of living in the next 25 years, but Mr. Walker saw little chance of removers doubling their earning capacity during the same period.

The removals trade was a one-way-risk business, and few operators knew if they would be engaged a fortnight ahead. It was normally the nature of risky businesses that the rewards should be higher than in bread-and-butter trades, but this did not apply to removers.

Moreover, the periodicity of removals necessitated that companies maintain their organizations for customers who seldom needed their services, perhaps once in 10 years. The trade should take this into account when fixing rates.

Trades which provided a service were chiefly concerned with labour as their principal outlay. What could not be productively used on any given day was permanently lost. Products could not be

sold later at half price, for example. There was also the psychological disadvantage that removers were mainly concerned with a wasting asset, used furniture, which reflected on the amount the public considered reasonable to pay.

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There was also a need to improve the status of the trade on a professional level. Payment for services by their associates, estate agents and solicitors, was seldom questioned, although their scales of charges were what they themselves considered proper. Removers must work towards obtaining a similar position.

Price Competition "Retrogressive"

IF a service industry conducted its competition on price, because of the influence of the public, it would become impossible to maintain standards. In such circumstances the trade would be in a state of retrogression. The quality and value of its service would diminish, as would its wealth.

This was claimed by Mr. M. H. Riley, managing director of Moorson Products, Ltd., when opening a discussion on "The need for modern equipment." He said that the North American remover, in addition to providing transport of property, also sold to his customer the complete acceptance of responsibility for the safety of the goods. He would arrange hotel accommodation on longdistance moves to ensure minimum inconvenience to his customers. Carpets would be cleaned and moth-proofed, and floors scrubbed. The average American remover had a lot of equipment and his income was proportionate to the service he gave.

Equipment could be indicative of the quality and volume of the trade, but once an improvement had been made, the continued use of equipment was essential in order to maintain the new standard.

Assuming that competition between

removers was on the basis of service, as well as for a share of available labour with other industries on the basis of pay, the need for modern equipment was narrowed down to its relationship with profit-and-loss accounts. It was at this stage that the distinction should be drawn between tool and service equipment. Tool equipment was needed to conduct an already established service, whilst service

equipment was required to improve the quality or extend the range of an existing service.

Removers' profits came from the sale and organization, without waste, of energy, time and space. Loss, on the other hand, arose from wastage in organization. or from deductions arising out of damages. The more a removals contractor was able to control these factors to advantage, the greater would be his profit, and equipment was only worthwhile if it enabled him to achieve this object.

Making Best Use of Manpower

THE dominant factor in industrial relations since the war had been the general acceptance on all sides of a policy of high and stable employment. This had led to a greater realization of the need to make the best possible use of manpower.

This was stated by Mr. M. Y. Cobb, secretary of the Industrial Training Council, when addressing the conference on "Recruitment and training of young

workers in industry.'

The drive for greater efficiency had taken three main forms—an increase in the use of work-study techniques, positive action to reduce absence resulting from accidents and sickness, and better selection and training of workpeople.

The Council were concerned with all categories of workpeople up to about craft level, and considered that the greatest field for improvement in training lay among the semi-skilled and unskilled workers who formed three-quarters of the industrial working population.

Mr. Cobb said that it was perhaps the smaller industries, or, to be more precise, the industries comprising relatively small units, which had done least in the past, and which could benefit most from industrial training schemes. benefits to be derived were not solely speedier or more thorough training, but the added attractiveness of the trade to the right type of recruit, and, moreover. subsequent checking of wastage through otherwise rapid labour turnover.

More Skilled Men

CONSIDERING the possibility of inaugurating an apprenticeship scheme in the removals trade, Mr. D. C. Lofts, chairman of the Institute of the Furniture Warehousing and Removing Industry, said that it could increase the supply of skilled men, raise the status of the industry, reduce the frequency of staff turnover and curtail damage.

Difficulties which would need careful consideration, in addition to the cost, would be the possibility of men leaving their employment on the completion of their training, and the implicit restriction of recruitment. The problem of differentiation of payment to trained and untrained staff would have to be solved.

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was emphasized that a clear distinction would have to be made as to the application of a scheme to manual and office workers. In replying, Mr. Cobb said-that in practice employment boards did tend to channel the better boys to industries which had good recruitment schemes.

Industrial training schemes could be of particular help to small employers in rural areas where the number of potential students did not normally justify suitable evening classes, but whose need could be met by sandwich courses.

"Not Needed Here"

"I CAN see no necessity for Van Lines here," said Mr. F. S. Hibbs, chairman, Mid-Southern (Reading) area, when considering the possibility of adopting the American pattern in Britain.

Mr. Hibbs considered that N.A.F.W.R. provided the basis for the biggest Van Line in this country, whilst some of the larger companies were already organized on a similar basis. The Association provided a handbook and list of members, and operated a return-loads bureau.

If full use of this organization were made, there was potentially a Van Line in existence with 1,000 agents throughout the British Isles. The only difference was that all help would be voluntary, and requests, rather than instructions, would be received.

He considered that formation of Van Lines in the United States had been prompted by the multitudinous State laws and taxes. For example, there were at least nine States between New York and Los Angeles, and a contractor undertaking a removal between those two points would require to be licensed in each State.

Though a Van Line might have vehicles with such licences, it could also be that within their membership they would have link-ups to effect the removal when the vehicle that collected the goods could not make the ultimate delivery.

Another factor was, of course, the size of the country. Whereas the longest possible road haul in Britain would be around 600 miles, this would be considered, an average local removal in America.

Confirming a Contract

It was customary for some contractors to authorize their estimators to obtain signed acceptances at their customers' homes. A contractor, having received an acceptance in such circumstances, should at once write to the customer acknowledging its receipt, referring to the fact that the removal and/or storage would be carried out in accordance with the terms and conditions of the contract.

This was stated by Mr. H. F. Marks, immediate past-president, who dealt with contract conditions.

If a dispute eventually went to arbitra-

tion, or before a judge, it might be held that the value of the contract was diminished, as, although the acceptance bore the words: "I agree to the conditions specified in your estimate and printed on the back thereof," the customer could not possibly have had the opportunity of studying the conditions at the time he signed the acceptance. A letter of confirmation would probably rule out such a line of defence.

Regarding preparation of inventories, contractors should be careful as to the amount of detail entered, particularly concerning damage and description of various articles. If, for example, practically all items were described in great detail as to their condition, and one or more articles not so described were subsequently delivered in damaged condition, the customer might reasonably contend that they had been damaged whilst in the contractor's hands.

Mr. Marks suggested that when goods

were received into store, a responsible person should cursorily examine them in order to obtain a rough idea of their probable value if realized under the hammer, and insert the figure in the ledger. This would be a useful guide in deciding whether or not to sell goods when charges were more than two years in arrears.

Knowledge of this "credit limit" frequently enabled the contractor to decide whether to sell part only, or all, of the goods to recover outstanding charges, or even to retain them until the credit limit was reached.

Mr. Marks sometimes wondered what would be the outcome of a claim arising from a contractor having sold all the goods to recover charges, and having received a sum so much in excess of those charges that he could be considered negligent in selling far more goods than could have reasonably been held necessary.

Short-term Grants Opposed

APPLICATIONS by Siddle C. Cook, Ltd., A. Stevens and Co. (Haulage), Ltd., and Messrs. Sunter Bros.—each for short-term A licences for three vehicles—to meet an increase in steel output on Tees-side were opposed by British Railways and British Road Services before Mr. J. A. T. Hanlon, Northern Licensing Authority, at Stockton-on-Tees last week.

Mr. S. C. Cook said that he was having to refuse loads of constructional steel and could not get help from other operators of special-type vehicles, who were all fully employed. Figures for his 24 A-licensed vehicles had increased by £3,975 during September as compared with August, whilst those for contract-A and B vehicles employed by the Consett Iron Co. were £280 down and averaged £470 per vehicle.

Questioned by Mr. J. Croft, for the objectors, he agreed that he had stated that he would surrender his contract with the Consett Iron Co, when a recent application to transfer contract-A vehicles to A licence had failed. If the present application were granted, one of these vehicles would be available; if it were not granted, there was a danger that unsuitable vehicles might be used.

Confirming Mr. Cook's evidence, Mr.

T. Sunter told Mr. Croft that he had decided to make application after learning that Cook's had done so. He denied the suggestion that within the past three weeks a Mr. Williamson, of Freeman, Volkers and Stuart, Ltd., was told that Sunter had vehicles standing idle.

Mr. P. H. Foster, a director of Stevens, said that he had had no intention of applying until Cook's application, and because of the steel situation he could not very well object.

There was no evidence for nine vehicles, submitted Mr. Croft. It was extraordinary how the application of Sun'er and Stevens came to be made at all, and no grant should be made until the substantive applications were heard. The objectors would then give evidence that there was ample capacity to meet demand.

Granting one vehicle to each applicant, Mr. Hanlon said that possible objectors had been notified on receipt of Cook's application. Supporting letters had been received from Dorman Long (Steel), Ltd., and Vickers Armstrongs, Ltd. It was well known that they were reluctant to attend public inquiries. At the substantive inquiry he would require the attendance of witnesses, particularly from Dorman Long.

Driver-applicant Promised Work

A LORRY driver who had been promised the work of carrying animal feeding stuffs and grain for his former employer encountered strong opposition from British Railways and British Road Services when he applied for a B licence at Bristol last week.

Mr. S. W. Nelson, Western Licensing Authority, was told that the former employer, Mr. F. G. Richards, Dinton, would give up his C licence and pass over work if the licence were granted to Mr. W. K. C. Tibbals, Stowford, Salisbury. A store had been rented at Dinton railway station by Mr. Richards. Previously the railway had carried his goods from Avonmouth to the store, but as the journey of 52 miles had taken four days by rail he had purchased a lorry to do the work. For the railways, Mr. Stanley Clements

For the railways, Mr. Stanley Clements said that they were concerned about the application. They had let a store to Mr. Richards and it was understood that the traffic would go by rail.

Mr. Nelson granted the licence with conditions to protect the railways.

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Planning for Profit

When the Boss Is Not Guilty

PROBLEMS arising from the regulations governing drivers' hours as set out in Section 19 of the Road Traffic Act, 1930, continue to receive increasing attention. Many of the details concerning the types of vehicle to which the regulations apply, the hours of work permitted and the period of rest required, together with some allied queries, were discussed in this series on April 3.

Although always a possible source of controversy, responsibility for any contravention of this section has recently caused keen argument. After listing the types of vehicle to which the Act refers, Section 19 states that it is unlawful for "any person to drive or cause or permit any person employed by him or subject to his orders to drive" more than the period then specified. Whilst the driver, whether an employee or owner-driver, is clearly involved if a breach of the regulations occurs, the responsibility of the employer is less specifically defined.

If an employee is detailed to carry out a term of duty which must contravene either the restrictions on hours or period of rest, the employer is clearly to blame. In other circumstances, however, the extent to which he can be said to have permitted, as distinct from caused, a driver to break the law during the course of his duties, depends on the particular details in each case and for this reason can be highly controversial.

Some long-distance haulage inevitably gives rise to difficult situations as to the element of responsibility, if any, which can be fairly attributed to the employer when a breach of the regulations has occurred. Unlike scheduled passenger or trunkhaulage duties, which necessitate drivers operating to a strict timetable, there is a substantial volume of traffic moved daily on tramp services.

Having received the initial instruction from their employers as to the time and place of the first collection and delivery, drivers on tramp work are normally entrusted to carry it out as expeditiously as loading and other local conditions permit. To some extent, such arrangements contribute to the flexibility for which road haulage is noted. It would be wrong, however, to claim that this necessarily implies lack of control on the part of the employer, although it obviously means that the driver is entrusted with more responsibility than would normally apply in many other spheres.

Element of Freedom

At the same time, it must be admitted that the opportunity is undoubtedly available for abuse of this element of freedom from direct control by the wrong type of employee. It is significant how frequently, in well-established road transport businesses, managements stress the importance of loyal staff when handling long-distance traffic.

Most convictions of employers or drivers for breaches of regulations usually relate either to the keeping of records or to exceeding the maximum hours during which drivers may remain continuously on duty. It is less usual to have a case concerning failure to observe the 10 hours of consecutive rest in any 24-hour period as required by the Act. The report of a recent conviction on this charge, together with a subsequent successful appeal, provides a good example of the difficulties under which an employer can be placed, and the length to which he must apparently go, before it is admitted that he has done everything possible to avoid a breach of the regulations.

The case concerned two drivers of a Yorkshire haulage contractor who left their depot at Selby at 3.40 p.m. on a Thursday last December and drove in two vehicles to Gretna Bridge. The object of the journey was to locate a third vehicle which had broken down there, to tranship the load on to one of the two lorries and then eventually to tow the disabled vehicle back to Selby.

There Should be Practical Limits to Operators' Responsibility for Ensuring That Drivers' Hours are Not Exceeded

In subsequent evidence it was reported that from around 9.30 p.m. until midnight, the three drivers worked on transhipping the load at Gretna Bridge, after which the two drivers who had set out from Selby the same day returned to a café at Scotch Corner, where arrangements had been made for them to spend the night.

By the time they had returned to Scotch Corner and attended to their vehicles it was 1 a.m. on Friday, at which time they retired to bed. Both drivers stated that they had left Scotch Corner at 9.30 a.m. to return to Selby, thus having had only 8½ hours' consecutive rest. One of the drivers stated they had intended to start work at 11 a.m., but that both had to get up earlier, as the owner of the café wanted them out by 9 a.m.

Subsequently, one of the drivers was dismissed and immediately reported the matter to the police. The haulage contractor was convicted by the Selby magistrates for permitting a driver to drive so that he did not have at least 10 hours' consecutive rest in a period of 24 hours. The employer appealed.

No Specific Instructions

It was then given in evidence that no specific instructions had been issued to the drivers as to when they were expected back at Selby. In view of the time of the year, and possible weather conditions, together with the difficulties associated with transhipping the load at Gretna Bridge, the two drivers were given the discretion to do the job as soon as was reasonably possible and to return to Selby when they could.

Evidence was also given on behalf of the haulage contractor by the proprietor of the café at Scotch Corner. He stated that drivers spending the night at his café were permitted to stay in bed up to 10.30 a.m. if they wished, and even on rising there was no obligation upon them to have a meal immediately and leave the café. There was nothing to prevent any driver staying in the café all day.

The employer submitted that as both drivers were of some years' experience and fully conversant with the regulations covering driving hours and rest periods, there was nothing to prevent them from taking the necessary 10 consecutive hours' rest, and he considered that he had done all he possibly could to permit them to do so.

Moreover, the operator submitted that he had not issued any instruction preventing the drivers taking the necessary rest period, and as it was impossible directly to control their actions when they were away from their depot, the employer could not be held responsible for their wilful default. This submission was accepted by the Appeal Committee and the conviction was quashed.

Under paragraph 4 of Section 19, if the excessive hours are in fact worked, the person concerned, whilst still being guilty of the offence, would not be convicted if he could prove to the court that the contravention was due to unavoidable delay in completion of a journey arising out of circumstances which could not reasonably have been foreseen. To some extent there is a tacit admission that there can be exceptional circumstances over which no one can be reasonably expected to have complete control. This applies even where both employer and driver are co-operating to complete whatever job is on hand within the specified time limit.

Where an employer has taken all reasonable precautions to avoid any contravention of Section 19, it seems unjust that he should still be held responsible for any action of his driver, even though the driver may be acting outside his instructions.

The proviso to paragraph 4, however, is limited in its application and the words "could not reasonably have been foreseen" cannot be claimed to cover any form of delay. However (Continued on page 397)

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frustrating long waiting times may be before loading or unloading, for example, they are frequent occurrences in many operators' day-to-day experience, so that only in the most exceptional cases could such delays be termed unforeseen.

A similar circumstance arises in connection with weather conditions with which all users have to contend. If, for example, snow or fog substantially delays a driver throughout his journey, so that it becomes obvious that he is unlikely to complete it within the statutory period, then it would be his duty to try to find accommodation en route. If, on the other hand, such conditions applied only towards the end of the journey, and no accommodation was available to him, it would seem reasonable for him to continue beyond the permitted hours until he could find a bed.

Similarly, it would not be sufficient excuse for exceeding the statutory hours merely to say that one had a breakdown. As with delays caused by bad road conditions, some effort would

have-to be made after a breakdown to readjust the duty for the day so that it did not contravene the regulations. If, however, after all reasonable steps had been taken, it was not possible to arrange for the driver to stay the night in the locality, he would obviously have no alternative but to proceed, after repairs, to the nearest point where accommodation could be had.

In all these examples there is an obligation on both the employer and the driver to do everything possible to complete the journey within the statutory period, even in the event of some unforeseen occurrence. Having taken all such steps, they would have good grounds for claiming exemption from conviction under paragraph 4 of Section 19. That being so, it would seem both just and logical that the employer, having done his best to avoid any breach of the regulations, should not be liable to conviction for any unauthorized act of his driver. The successful appeal referred to would seem to support this contention.

S.B.

Chaseside Adopt Four-wheel Drive for Shovel

WHEREAS previous loading shovels manufactured by the Chaseside Engineering Co., Ltd., have been two-wheel-drive types, the latest addition to their range, the Loadmaster 1000, has drive to all wheels. It has a payload capacity in its 1½-cu.-yd. scoop of 7,000 lb.

The new loader is powered by a 3.6-litre direct-injection oil engine developing 61.5 b.h.p. at 2.250 r.p.m. but other engines can be fitted to special order. A torque converter and hydraulic multidisc clutches for forward and reverse motion are incorporated in the transmission, which provides four speed ranges in both directions. Maximum speed forward or in reverse is 20.4 m.p.h.

A spiral-bevel crown wheel and pinion and epicyclic hub gearing are used for the double-reduction axles. The rear wheels are steered with hydraulic assistance. Hydraulic brakes aided by a vacuum servo operate on all wheels. Tyres are 14.00-24 in. 8-ply.

The scoop is controlled by two pairs of hydraulic rams, the shovel linkage

operating about the front axle which acts as a fulcrum. Maximum pry-out force is 13,800 lb. and discharge height is 9 ft. 6 in. The Loadmaster 1000 weighs approximately 6½ tons unladen and, with a full load, will scale a 1-in-23 gradient.



Four-wheel-drive and transmission incorporating a torque converter give the Loadmaster 1000 a gradient ability of 1 in 2½ when loaded. It is powered by a 3.6-litre oil engine.

New High-speed Injection Pumps by Simms

SUITABLE for high-speed oil engines either in existence or now being developed, a new range of conventional in-line injection pumps for engines running at up to 3,500 r.p.m. has been introduced by Simms Motor and Electronics* Corporation. The pumps can incorporate plungers of up to 9 mm. in diameter and models are available with three, four or six elements. They may be used with oil engines from 2-9 litres capacity, and are smaller than the previous comparable Simms units which they complement.

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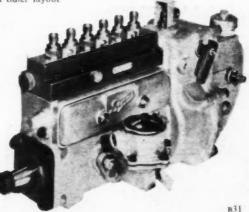
They are known as Minipumps and owe their compactness to the use of steel for the pump body in place of cast aluminium, as used for earlier models. The steel is machined from the solid, giving greater rigidity than could be obtained with aluminium. Pneumatic or

mechanical governing can be employed for the Minipump, whilst a tidier layout

is provided by the integration of the excess-fuel device and rack stop in the body of the pump.

The new range is on display this week at the Motor Show at Earls Court.

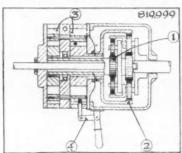
The Simms Minipump is suitable for engines from 2-9 litres capacity running at up to 3,500 r.p.m. It is on display at the Motor Show, Earls Court, London.



Octobe

M.I.R.A. Transmission

HYDRAULIC transmissions of the pump and fluid-motor type give an infinitely variable ratio, but their effi-ciency is usually so low that they can be used only in specialized applications. A transmission system shown in patent No. 819,999 utilizes hydraulic mechanism, but only to bridge the gap between two mechanical ratios, so that the



hydraulic efficiency is not of paramount (The Motor importance. Industry Research Association, Lindley, near Nuneaton, Warwickshire.)

The drawing shows a two-speed gear that provides also any ratio between the two fixed ones. The mechanical part is epicyclic; if the sun-wheel (1) is locked one ratio is engaged, whilst the other ratio is obtained by locking the annulus (2). If either gear is allowed to rotate slowly, an intermediate ratio is obtained.

Controlled rotation is provided by a pair of side-by-side hydraulic units (3). The rotor of one is connected to the sun-wheel and the other to the annulus. The units are of the eccentric-vane type, and the output of one is led to the intake of the other, so that one is driven by the other at a speed dependent upon their eccentricities.

The eccentricity can be varied by an external control (4) which simultaneously shifts both casings diametrically, moving one unit to greater output whilst the output of the other is reduced. hydraulic system has been more fully described in an earlier patent numbered 766,659, to which the present patent is an addition, covering the control system.

PALLET LOADING DEVICE

PATENT No. 820,055 describes apparatus to facilitate the loading of vehicles with palleted goods. Herbert, A. Line and Carrimore Six

837

820,055

Wheelers, Ltd., all of Carrimore Works, Great North Road, London, N.12.)

The drawing shows the rear end of a semi-trailer according to the invention. The novel feature is the provision of mechanism for moving a pallet from the tailboard to the front of the vehicle.

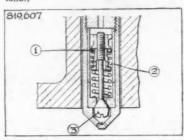
The mechanism comprises an endless chain (1) which runs in a central channel in the floor of the body. The chain passes over a rear sprocket (2), a front sprocket (not shown) and then around a sprocket (3) on a gearbox. The chain returns to the rear via sprocket (4) which is fitted with a tensioning device (5).

In operation, a fork-lift truck places the pallet on to a trolley resting on the tailboard. The trolley has a projection which engages with the chain. A handle on the spindle (6) is then turned manually to haul the trolley to the front.

The tailboard normally lies in the upright position (7) but is lowered for loading. A pair of extending members (8) is provided to support the tailboard when horizontal.

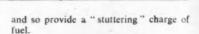
INTERRUPTED INJECTION

N injector described in patent No. An injector described in place A 819,607 is made to give, instead of smooth discharge, a series of spurts. This is claimed to promote smooth running. (Adolph Saurer, Ltd., Arbon, Switzerland.)



The drawing is a section of the proposed injector and shows the parts used to create the interrupted flow. Fuel arriving at the top will flow down to the nozzle but must pass a disc-valve (1) having a very slight clearance around it. The disc-valve is closed by its own

separate spring (2). As the pressure builds up in the lower chamber it forces open the nozzle valve (3) to commence With an injection. increased flow of fuel, it cannot all pass through the clearance around the disc valve, so that it is opened by the pressure rise. This action is said to set up an oscillation of the nozzle valve



TRANSFER GEARBOX TRANSFER gearbox for fourwheel-drive vehicles in which the front wheels only are normally driven is described in patent No. 814,210. It is designed for compactness and ease of manufacture on a production basis. (Auto Union G.m.b.H., 3 Schrannen-strasse, Ingolstadt, Germany.)

The clutch shaft (1) drives a small twospeed gear, shown generally at 2. This is illustrated as a reduction gear, but could alternatively be an overdrive. A dog clutch (3) renders the gear operative, or alternatively, gives a straight-through drive to the main gearbox.

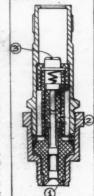
The gearbox has two output shafts, one for front-wheel drive and one for the rear wheels. The former carries a bevel pinion (4) which drives the differential gear (5), whilst the latter emerges at the opening 6 for the attachment of a cardan shaft. Rear-wheel-drive can be disconnected by a dog clutch (7).

PROGRESS IN SURFACE-DISCHARGE SPARKING PLUGS

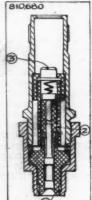
PATENT No. 810,680 shows a sparking plug operating on the surfacedischarge principle. (K.L.G. Sparking Plugs, Ltd., Putney Vale, London.

The central electrode is surrounded by an insulator. the lower face (1) of which is coated with a semi-conductive material. and the spark occurs over this surface.

This particular plug is provided with an internal capacitor consisting of an insulatsleeve ing (2). coated on both sides with metal. The inside is in contact with the centre terminal



(3) and the outside with earth. When the current arrives, it charges this capacitor until a small air-gap between them is broken down. This ensures that a certain minimum voltage is built up across the discharge area before any current can traverse it.



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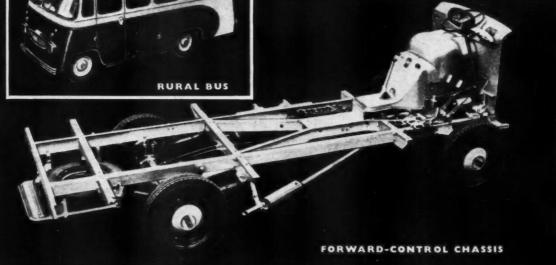




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STATION BRIDGE, WEALDSTONE, MIDDLESEX. 1959 BEDFORD 6-cu.-yd. tipper, 700 miles only. 1956 BEDFORD 5-ton tipper, £475.

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1941 5-ton long-wheelbase, £15, 1954 7-ton diesel flat, £475, 1957 6-ton diesel flat, £759.

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1956 Australia A. diesel, Eaton 2-speed axie, power-speed axie, po

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1956 B.M.C. long-wheelbase tipper, good running under the condition of the condition of

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1951 DENNIS Max, 20-ft. platform, £225. Praills (Hereford), Ltd. Phone 4221 (six lines). DENNIS Stork, May, 1954, P4 diesel, boxvan, damaged body, E125, Pichrighn Garage, Pirbright Rd., South-lields, S. W. 18. Vandyke, 1954, Proposition of the State J. H. SPARSHATT AND SONS, LTD., London Rd., Hilsea, Portsmouth. Phone, Portsmouth 60361.

1955 DODGE 145A tipper, R6 engine, Edbro twin mately 15 cu. yd. fixed wooden-sided body, very clean, E650. Cottee and Edwards, Ltd., Nottingham. Phone 22713. 52213.

1955 DODGE 105, P6 engine, double drop-side plat-form truck, one owner, £450. Cottee and Edwards, L1d. Nottingham. Phone 52213. 287-67 1956 Diesel-engine long-wheelbase aluminium-body drop-side truck, body length 16 ft., heavy-duty equipment all round, Eaton 2-speed axie, tyres as new,

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1952 DODGE, Model 64, pantechnicon, 1,350 cu. ft., Inverness 253.

DODGE Model 101C long-wheelbase truck, Perkins, Po engine, completely overhauled, £550, and the properties of the prop

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E.R.F. 4 x 4 8-ton lorry, long-wheelbase, 18-ft.
F. J. Edwards, Ltd., 359 Euston Rd., London, N.W., 1812. 4581.

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1952 FODEN wheeler weet, 24-th body, is existed in the control of the control o lent running order, £1,100. Terms and exchanges. Also number of other Fodens, RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175.

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WANTED, 6-ton FODEN with 4LK Gardner engine, but engine must be reasonable. Heys (Britannia), Ltd Phone. Whitworth 3295-6. 829-751

FORD THAMES AND FORDSON 1955 Thames 3-ton long-wheelbase 4-cylinder diesel out, good tyres, one owner, taxed December 31, Eastbourne Motors, Ltd., S Susans Rd., Eastbourne

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> MAIN FORD DEALERS,
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1958, b-cu-yd. all-steel tipper, as new, £985.
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600 cu. ft., £465. Perkins P6 diesel, 5-cu.-yd. steel tipper, tery clean, £345.

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1956 Thames 5-ton 157-in,-wheelbase chassis-cab, 4D, filted with light-alloy milk-float body, 6995.
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NE 1958 Thames Trader 7-ton Anthony tipper, diesel.

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ORS 1998 Thames Trader 7-ton Anthony tipper, diesel, 2827-159
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1952 FORD P6 diesel Sussex 6-wheeler, platform, good runner, £165.
1950 FORD ET7, diesel, P6, 4-yd. drop-side steel body tipper, £175.
1951 FORD ET7, diesel, P6, 4-yd. drop-side steel body, very good condition, £345.

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1954 FORDSON Major diesel tractor, industrial 1,400 miles from new .825. Swires Garage Poulton New Rd. Blackpool. Phone 22071.

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ANTED, 1955-1957 7-ton DODGE chasels-cab, less
engine and gearbox would do. W.B. Transport, 67
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Anthony hoist, offers. Wembley 6297. Box CM2714
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with A.E.C. 7.7 engine, flat-platform body, al-winipum
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the complete vehicle, 23.477.
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1955 GUY Otter, 4LK engine, platform lorry (recent 1956 GUY Invincible, 8-wheel, Meadow diesel, deutsche GUY Otter Pe engine, platform lorry.

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1953 Otter P6 platform lorry, 2-speed axle, reconditioned engine, 12,000 miles, good mechanical condition, £300.

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1935 COMMINGTON, SHOPT WHEElDASE, PETFOI, good condition, £30s, short wheelbase, petrol, hard 1958 to passembly, good condition, £425.

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1950 LAND ROVER, hard top, very clean and state of the control of

1949, September, LEYLAND Beaver O600 engine for tipper body, etc., excellent condition, price required. 8800. Apply, Williams and Son, Old Rd., Bromyard Herefordshire. Phone, Bromyard 3133, 2171. 823-8219.

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1949 Hippo, 13 cu. yd. tipper, £750. City Motors, 827-285

1956 Comet tipper, £1,050. 948 14-ton diesel, sided, Octopus, £1,395.

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1956 Octopus 8-wheeler, 24-ft., sided, £2,250.
1956 Comet platform, full front, £995.
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1952 LEYLAND Octopus 8-wheeler, 24-ft. body, 600 cab, one engine, excellent running order, new late-type cab, one developed the control of the cab, one developed the cab, one develope

N Stevenage 175.

EYLAND Lynx, registered 1946-9 (ex Ministry), long-wheelbase, Perkins P6 diesel, chassis-cabs, on 9.00 x 20 tyres, with 5-speed David Brown gearboxes, 8-ton rear springs, servo brakes, very suitable for 8-yd, tippers or similar, aplendid value, cach £145. W.E.M. Motors (wimbledon), 506-508 Kingston Rd, London, S.W.20. Phone, Cherrywood 1480, 4568; evenings, Cherrywood 5322.

COMET, 1955, with drop-side truck body.

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1956 MAUDSLAY, ex W.D., reg. October, 1956 tipping body with 4LW engine, very clean, good runner, £300. Cottee and Edwards, Ltd., Nottingham. Phone 52213.

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RELIABLE used vehicles in stock.

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1949 by 20 tyres, in good condition.

1950 FODEN, Gardner 5LW engine, 18-ft. drop-sided body, 36 by 8 tyres, in very good condition.

1950 Ea.F. 12-ton 6-wheeled end hydraulic tipper, drop-sided typing body, 36 conditions, and the conditions of the con

1955 THORNYCROFT Sturdy Star. 17-ft. 6-in. drop-sided body. 8.25 by 20 tyres, in very good

condition.

3. ALBION Clydesdale tractor. Leyland engine, 5coupling, in very good condition.

NEW B.M.C. LDI chassis with van front end, petrol
engine, in stock, immediate delivery.

THE NIGHTINGALE ENGINEERING CO.,

955 SCAMMELL 8-wheeler, fitted with 24-ft. flat platform body, good condition.
COMMER TS3 tractor unit, choice of two.

956 (Registered) 6-wheel FODEN platf 950 DENNIS Max, very clean vehicle. (Registered) 6-wheel FODEN platform.

951 E.R.F. twin-steer platform, good condition.
952 LEYLAND Octopus platform, very clean, available shortly.
953 FODEN 8-wheeler platform.
WESTERN LANE, London, S.W.12, Battersea 2193.
827-204

Pendleton 2845-6.

MEDIUM CAPACITY.

1955 COMMER 5-ton tractor unit with Scammell coupling, Perkins engine, 2-speed axle. 1957 FORD 5-ton 4D, very good condition.

1936 BEDFORD 7-ton petrol-engine tipper, twin 1958 BEDFORD 8-type tractor, with S.E.A. coupling, imma. ilate.

A LSO selection of cheap pre-1948 4-, 6- and 8-wheelers.

PART-EXCHANGES ARRANGED. 827-283

BEECH'S GARAGE (HANLEY), LTD.,

1950 A.E.C. 8-wheeler, 9.6-litre engine, 24-ft. 6-in drop-sided body, single-drive axle, 9.00 by 20

1958 COMMER 6-wheeler, Boys extension, 22-ft. platform body, 9.00 by 20 tyres, in very good

BEECH'S GARAGE (HANLEY), LTD.,

HOPE STREET, HANLEY, STOKE-ON-TRENT, S.-on-T. 25249 and 25240. 82

LTD.

957 COMMER TS3 tractor unit, new engine.

Used Goods Vehicles (contd.)

ROOTES, LTD.,

OFFER FOR SALE.

MAIDSTONE LEN ENGINEERING WORKS.
PHONE 3333.

1958 COMMER 5-ton Superpoise, diesel, grey, £895. 1955 COMMER 7-to.a, long wheelbase, diesel green, 1956 AUSTIN 7-ton diesel, grey, £695.

CANTERBURY. THE PAVILION.

PHO.NE 3232. 1954 MORRIS Cowley 7-seater, Kenex conversion, 1954 COMMER 4-5-ton long-wheelbase drop-side truck, £285.

BIRMINGHAM, 18.

GREAT HAMPTON STREET, CEN 8411.

CEN 8411.

1958 AUSTIN 15-cwt. forward control van, 2-tone, ready for work, £410.

1957 benefit for work, £410.

1958 COMMER 7-ton drop-sider, 20-ft. body, painted red, good tyres, diesel, £800.

1954 BELFORD from Loadstar platform lorry, with desel engine, £280.

1954 BELFORD from offers.

1953 BEDFORD 5-ton short-wheelbase tippers, offers to clear.

1957 AUSTIN 3-ton drop-sider, £25.

1958 AUSTIN 3-way van, £115.

1958 MORRIS 10-cwt. van, £205.

ROCHESTER. HIGH STREST.

Chatham 42231. Chatham 42231.

COMMER Express delivery van, black, very good condition. £310.

COMMER Express delivery van conversion, green, one owner, very good condition. £360.

COMMER diesel truck, green, recently resprayed good running order, £259.

COMMER diesel truck, green, recently resprayed good running order, £259.

COMMER does like van, fawn one owner, recently resprayed good running order, £259.

COMMER Cob light van, antelope, very good condition, £160.

COMMER Cob light van, antelope, very good condition, £160.

EDFORD Utilibus, black, good condition.

Later, £459.

AUSTIN 2-ton van. green, good running order, £259.

OLYMPIA, CHESTER ROAD, BLA 6677. 1948, June, BEDFORD 10-cwt. van. in primer, 827-250

E. W. CAMPION AND SONS, LTD.,

BRAUNSTONE GATE. LEICESTER

1958 DENNIS Max diesel 16-ft. platform, one owner, condition, imladen weight. 4 tons 9 cw. 84 b. 1956 engine, 11-ft. 9-in. wheelbase, 15-ft. 6-in. timber platform, 9.00 by 20 tyres (50% worn), one owner, vehicle as new, unladen weight 3 tons 15 cwt. 86 lb. 1956 b.M.C. diesel, Eaton two-speed axle, power to the platform of the platform, 9.00 by 20 tyres (10% worn), chassis and cab, heater in berfect condition, one owner. COMMER 7-ton, Rootes two-stroke diesel cagine, 9-ft. 7-in. wheelbase, works standard to the platform of the platform, 9-ft. 7-in. wheelbase, works standard to platform of the platform, 9-ft. 7-in. wheelbase, works standard to platform, 9-ft. 7-in. wheelbase, works standard to platform, 9-ft. 7-in. wheelbase, works standard to platform, 9-ft. 7-in. The platform, 9-ft. 7-in. 19-ft. 19-ft. 6-in. Infert platform, 9-ft. 7-in. 19-ft. 19-ft. 6-in. 19-ft. 19-ft. 19-ft. 6-in. 19-ft. 19-ft. 19-ft. 6-in. 19-ft. 19-

2 tons 16 cwt.

1953 ATKINSON 6-ton Gardner 4LW diesel engine,
1963 ATKINSON 6-ton Gardner 4LW diesel engine,
1964 ATKINSON 6-ton Gardner 4LW diesel engine,
1965 ATKINSON 6-ton Gardner 4LW diesel engine,
1967 August 1964 August 1966 A

FERRARIS OF CRICKLEWOOD, LTD., 200-220 CRICKLEWOOD BROADWAY.

N.W.2. Gladstone 2234-5-6-7.

1954 MORRIS J-type Utilabus. 1953 MORRIS 30-cwt. LC5 truck. 1955 MORRIS 1-ton LD1 van. 951 AUSTIN 25-cwt. truck; choice of two.

1956 DODGE 5-ton diesel tipper; also 1954.
1957 DODGE 5-ton 106 P6 truck, alloy body; choice of two.
1956 FORDSON 10-cwt. vans; choice of three.
1954 FORDSON 10-cwt. gown van.
1952 SEDDON 7-ton long-wheelbase alloy platform.
1954 J.N.S.N. long-wheelbase platform truck.

ed vehicles, 5 cwt.-7 tons. 50

Used Goo S. I

OFFER JEW ALB EW ALB NEW A.E.O.

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JEW LEY 1957 1956 1955

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A.E.C

S. HUGHES (COMMERCIAL), LTD.,

LODGE GARAGE, WHITEHALL ROAD WEST, GOMERSAL, NR. LEEDS.

Phone, Dudley Hill 1144 (six lines).

OFFER FOR IMMEDIATE DELIVERY:-

NEW ALBION Reiver to take 24-ft. flat double-drive. NEW ALBION Chieftain tipper, 900 by 20 tyres. NEW A.E.C. Mark III. chassis fitted with 2,000-cu.-ft. New E.R.F. 4.4 (G) 20-ft. flats.

NEW E.R.F. with 6LX engine, double drive.

EW FORD Trader 160-in. long-wheelbase, fitted 900 by 20 tyres. EW FORD Trader fitted Primrose extension, 900 by N 20 tyres.

NEW FORD Trader Anthony hoist tippers, 900 by 20 tyres. NEW LEYLAND 8-wheeler.

NEW LEYLAND Comet Model ECO2/3R.

USED 8-WHEELERS.

1957 LEYLAND Octopus, double drive, 24-ft. flat; 1956 LEYLAND Hippo, double drive, 24-ft. flat. 1955 LEYLAND Octopus, double drive, 24-ft. flat. 1955 LEYLAND Hippo, double drive, 24-ft. flat. 1951 E.R.F., 6LW engine, double drive, 24-ft. flat. 1951 E.R.F., 6LW engine, 24-ft. drop-side body. 1949 FODEN, double drive, 24-ft, flat. 1949 MAUDSLAY, double drive, 24-ft. flat. 1948 MAUDSLAY, double drive, 24-ft. flat.

1948 ALBION, double drive, 24-ft. flat.

1944 ATKINSON, double drive, 6LW engine, 24-ft. 1938 E.R.F., 6LW engine, 24-ft. drop-side body.

USED 6-WHEELERS AND TWIN STEERS. 1955 ATKINSON Twin Steer, 20-ft. flat. 1953 A.E.C. Twin Steer, 20-ft. 6-in. drop-side body

1953 E.R.F. Twin Steer, 5LW engine, 22-ft. 6in. 1952 E.R.F. Twin Steer, 5LW engine, 20-ft. flat. ATKINSON 6LW double drive, 24-ft. flat. 1951

1951 6-Meleler. August With Boys extension, 20-ft. drop-ided body. 1948 MAUDSLAY Twin Steer, 20-ft. flat alloy 1948 MAUDSLAY Mogul Mark III, 22-ft. flat with annoy. USED TRACTORS AND ARTICULATED.

1951 BEDFORD tractor unit, Scammell coupling. 1938 SCAMMELL 6LW with van trailer 24 ft. 1938 SCAMMELL 6LW, 24-ft, trailer.

USED TIPPERS.

1958 COMMER with 12-ft. body. LEYLAND Hippo 8-wheeler fitted new Milshaw gear and new 22-ft, body, double drive.

1946 ATKINSON 64.0 double-drive 8-wheeler, 22-ft.

1955 DODDE R6 with Eaton 2-speed axle, 15-ft.

ALBION oiler with twin-ram gear.

A.E.C. with 13-ft, 6-in, steel body, 1947

1945 E.R.F. with twin-ram gear. 1944 E.R.F. with 14-ft, 6-in, body,

1958 B.M.C. tippers fitted alloy bodies, as new; choice of two.

USED 4-WHEELERS. 1954 A.E.C. Monarch fitted 20-ft. bodies. 1956 LEYLAND Beaver fitted 18-ft. 6-in. drop-sided body.
1956 BEDFORD diesel with 16-ft. flat. 1953 SEDDON diesel with 16-ft. drop-side body. 1953 THORNYCROFT with 20-ft. 6-in. 8at. 1952 ALBION with 17-ft. alloy body. 1951 AUSTIN, petrol. 13-ft, 6-in. flat.

1950 ALBION Chieftain oiler, 17-ft. flat, 1950 LEYLAND with 20-ft. flat alloy body. 1950 FODEN with 17-ft, flat.

1949 SEDDON diesel with 16-ft, flat alloy body. 1949 DENNIS Max with 18-ft. 6-in. flat. 1948 MORRIS-COMMERCIAL diesel van. 1946 FODEN with 18-ft, drop-side body.

(Continued in next column)

Used Goods Vehicles (contd.)

SCAMMELL tractors. TWO new Brockhouse trailers, fitted Scammell coupling, 900 by 20 tyres.

NEW and second-hand trailers.

SPARE parts, engines, gearboxes for all makes of commercial and passenger vehicles.

HIRE-PURCHASE, PART-EXCHANGES. NIGHT PHONES, CLECKHEATON 2461-2. MIRFIELD 3183, 2160. WALES: R. COWDELL, NEWPORT 59866.

HILLS.

A LBION Clydesdale 7-8-ton integral-built van, 17 ft. by 6 ft. 6 in. by 7 ft. by 6 ft. 6 in., one owner, 9.00 by 20 12-ply tyres, uniaden weight 4 tons 10 cwt. 56 lb., first resistered September, 1997, 6985.

B 18 in., Leyland 351 cu. in. engine, 9.00 by 20 12-ply tyres, first registered September, 1997, 6985.

B 1952, 62-6-beller platform lorry, 21 ft. by 7 ft. by 1952, 6985.

B 1952, 63-6-beller platform lorry, 21 ft. by 7 ft. by 1952, 6985.

B 1952, 65-6-beller platform lorry, 21 ft. by 7 ft. by 18 in., 750 by 20 10-ply tyrea, first registered 1958, 6155.

B 1952, 6545.

B 1952, 34 in, 9.00 by 20 12-ply tyres, first registered 1957, E1.135.

SENTINEL 6-wheeler drop-side truck, 21 ft. 6 in. by 7 ft. 2in. by 16 in. sides, 9.00 by 20 14-ply tyres, first registered 1954, £565.

HILLS GARAGES (MANCHESTER), LTD., 80-90 PORT STREET, MANCHESTER, I. Central 4313. 827-99

> TILBURY'S (SOTON), LTD., CENTRAL STATION BRIDGE ROAD, SOUTHAMPTON. Phone 24731.

SEDDON DIESEL DISTRIBUTORS.
COMMER-KARRIER MAIN DEALERS (HEAVY).

PART-EXCHANGES AND H.P. TERMS. 1957, August, SEDDON diesel, fitted with 20-ft. platform body, 900 by 20 tyres, Mark 2 R6 engine, helper springs, one "C" licence operator, above

1956. June delivery, SEDDON diesel Mk. 5/L, fitted with de luxe cab, 825 by 20 tyres, one "C" license owner, reasonable milease, above average condition; choice of two.

1956 DODGE diesel, fitted with twin-speed rear ax'e and platform body, very clean throughout

1954 BEDFORD diesel, fitted with drop-side body.

clean condition.

1949 MAUDSLAY 4-wheeler with 4-wheel trailer,
1949 SEDDON diesel Mark 3/1. fitted with twin1948 SEDDON diesel Mark 3/1. fitted with twin1948 SEDDON diesel Mark 3/1. fitted with twin1948 SEDDON diesel and petrol vehicles between
1940-1940 SEDDON diesel and petrol vehicles diesel diesel and petrol vehicles diesel diesel

CHASESIDE MOTOR CO., LTD.,

GREAT CAMBRIDGE ROAD. ENFIELD, MIDDLESEX. FORD MAIN DEALERS. Phone, Enfield 3456.

1959 LAND ROVER, registered 1958, excellent con-dition, 7,000 miles only, 6535.

1956 first-class condition, 40,000 miles only, three months' guarantee, 4275.

1955 Thames 4D diesel 30-cwt. truck, excellent con-dition, 4375.

BROWNHILLS MOTOR SALES.

PHONE, BROWNHILLS 2307, 2336 AND 2392. LEYLAND. SCAMMELL.

AUTHORIZED DEALERS 24-HOUR HEAVY-DUTY BREAKDOWN SERVICE. 1950 LEYLAND Octopus 24-ft. drop-side body.

1955 ALBION Reiver long-wheelbase drop-side, 1956 BEDFORD short-wheelbase tipper.

1956 ALBION Chieftain, 17-ft, 6-in, alloy drop-side body.
1955 ALBION Chieftain, 17-ft, 6-in, wooden plat1956 BEDFORD long-wheelbase tipper.

949 E.R.F. 6-wheeled tipper.

following vehicles will be available shortly.

1953 LEYLAND Comet, 18-ft. 6-in. drop-side body, choice of two.
1955 LEYLAND Comet, 14-ft. 6-in. tipping body.
1954 LEYLAND Comet, 14-ft. 6-in. tipping body.
1954 A.E.C. B-wheeler, 21-ft. alloy drop-side tipping body.
1955 THORNYCROFT Sturdy Star, 14-ft. 6-in. tipping body.

BROWNHILLS MOTOR SALES. WATLING STREET (A5), BROWNHILLS, STAFFS, PHONE, BROWNHILLS 2307, 2336 AND 2392. 827-182

October 23, 1959—THE COMMERCIAL MOTOR 43

Used Goods Vehicles (contd.) GARLICK. BURRELL AND EDWARDS, LTD.

(COMMERCIAL VEHICLE SALES), 188 REGENT ROAD, LIVERPOOL, 20

WE have sold our 1958 Bedford tippers, but we are surprised that we have not sold the 1948 Sentines for 2175, we will, therefore, this week accept offers for it.

1948 MAUDSLAY 7.7 A.E.C., the condition is above werage, good platform body, ready for work,

AVAILABLE SHORTLY.

1958 BEDFORD Boys 6-wheel flat, 21-ft., in excellent condition, attractively priced.

TIPPERS.

1959 BEDFORD 7-ton short-wheelbase diesel tippers, indistinguishable from new, below in les, only 2-speed asles, indistinguishable from new, below in 1957 BEDFORD 300-cu-in. diesel medium-wheelbase 1957 BEDFORD 500-cu-in. diesel medium-wheelbase BEDFORD. 5-ton short-wheelbase P6 tipper, dead of addition throughout.

TRACTORS.

1957 BEDFORD 300-cu.-in. diesel 8-ton normal-nited, 25,000 miles, im excellent condition. 1958 BEDFORD 5-type 300-cu.-in. diesel 10-ton Seammelt tractor, 2-toped safe, low mileage.

TRUCKS.

1957 BEDFORD S-ton long-wheelbase drop-side 105. BEDFORD 5-ton long-wheelbase P6 diesel platform truck.
1054 MORRIS B.M.C. diesel long-wheelbase drop1055 BEDFORD 5-ton long-wheelbase drop1056 BEDFORD 7-ton R6 diesel long-wheelbase drop1057 Side truck.
1058 BEDFORD 7-ton R6 diesel long-wheelbase drop1058 Side truck one owner, in good condition.
1054 BEDFORD 7-ton R6 long-wheelbase platform
1054 trucks, choice of two.

LUTON AND BOX VANS. 1950 DENNIS Pax pantechnicon, cheap

ALL READY FOR

MMEDIATE USE AND DELIVERY,
DEMONSTRATIONS arranged any time on your
premises without obligation.
PART-EXCHANGE accepted against any of the above
machine.

PHONE, BOOTLE 4343.

GARLICK BURRELL AND EDWARDS. LTD., LIVERPOOL 20.

USED UNITS.

1953 DODGE 145AR6 long-wheelbase platform, 2-1946 VULCAN, P6 engine, long-wheelbase platform, 1946 1940 2-speed axie.
1959 BEDFORD QL 4 x 4 long-wheelbase platform,
1952 SEDDON 3-ton long-wheelbase flat, diesel.
1957 COMMER TS3, fitted with Primrose third axie.

1947 MAUDSLAY Mk. II long-wheelbase tlat, 7.7 engine.
1949 SEDDON 5-ton platform, P6 engine.

1952 BEDFORD 2-ton Luton van, choice of two.
1947 BEDFORD 29-seater bus, 28 h.p. petrol engine. 1956 BEDFORD 7-ton chassis and cab, petrol engine.
1952 BEDFORD tractor unit, petrol.

1947 LEYLAND Octopus, chassis and cab, 606 engine, double drive.

PHONE-CALL-WRITE, USED UNITS. WHITTLEFIELD.

BURNLEY, LANCS. Phone, Burnley 2262. 827-47

CAR MART. LTD. SIX MONTHS' GUARANTEE-WHERE STATED.

MORRIS J2 15-cwt Omnitruck, guaranteed, £465. MORRIS Cowley van, £275.

BEDFORD 5-ton Luton van, approximately 1,100 cu, ft., £275. FORD Thames 5-ton 4D diesel platform truck, guaranteed, £325. BEDFORD 10-12-cwt, van, guaranteed, £345.

1947 1,100 cu. ft., £275.
1956 FORD Thames 5-ton 4D diesel pla
1956 BEDFORD 10-12-cwt, van, guaran
1957 BEDFORD Utilibrake, guaranteed,
1956 MORRIS 14-ton van, guaranteed,
1957 FORD 2-ton 4D diesel van, £495. BEDFORD Utilibrake, guaranteed, £525. MORRIS 14-ton van, guaranteed, 6575.

THE CAR MART. LTD. WELSH HARP.

EDGWARE ROAD, N.W.9. Hendon 6500.

A+1

conversion, se drop-side

, grey, £895,

diesel green,

van, 2-tone ey and black ody, painted lorry, with s R6 engine, ppers, offers

black, very conversion, lition, £360, n. recently ck, yellow, 150. Very good

primer. 827-250 LTD.,

ning order.

one owner, very good 34 lb. oke diesel 5-in. timber one owner, 86 lb. xle, power rn), chassis

rn), chassis r. oke diesel s standard one owner, cwt. 84 lb. speed axle. y 20 tyres condition, 15-ft. 6-in 3.25 by 20 ten weight

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TD., v

dy: choice three.

platform

827-203

AFTER HOURS 2356. 827-351

WILDE AND BENNETT, LTD., HADFIELD, MANCHESTER.

TERMS AND EXCHANGES.

1958 Registered BEDFORD S-type 10-12-ton articu-ber Dyson trailer with special A licence, South Eastern Area, only £500.

and good condition with special A licence, South Eastern Aren, only £1,700.

1953 ATKINSON 15-ton 8-wheel lorry, excellent condition, with A licence expires 1964, with very good normal user conditions, Yorkshire Area, £3,500, 1958, 23-41.

1958 23-41.

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South Eastern Areas.

1955 BEDFORD-SCAMMELL 12-ton articulated,
1955 SEDFORD-SCAMMELL 12-ton articulated,
1956 Selection of the selection of t

BRAND-NEW Thames Trader 7-ton long-wheelbase fit inpers and pantechnicon vans, immediate delivers RAND-NEW Thames Trader 7-ton long-wheelb corries, with special A licences, Metropolitan South Eastern Areas.

827-371 WILDE AND BENNETT, LTD.

W. JONES (MANCHESTER), LTD., RUTLAND STREET GARAGES, SWINTON. All inquiries: Telephone, Swinton 2036 and 2037, (AFTER HOURS, PHONE, WIGAN 46049.)
Garage open daily (including Sunday).
Week-end 10 a.m. to 5 p.m. 827

LET US QUOTE A BODY (ALL TYPES) BUILT TO YOUR OWN SPECIFICATION.

YOUR INSPECTION INVITED.

NO REASONABLE OFFER REFUSED.

1957 BEDFORD A-type 5-ton drop-side truck, Perkins

1956, October, FORD P6 short-wheelbase wooden1955, December, AUSTIN A40 gown van,

1949 COMMER long-wheelbase petrol, forward-con EXTRA SPECIAL BARGAINS.

LEYLAND Comet, 90 engine, Eaton 2-speed axie, Homallov body, deuble-ram tipper, £650.

Cotober, BEDFORD 5-type, petrol, coach chassia, 23-ft. drop-side body, £485.

Experimental control of the control drop-side flat, BEDFORD 7-ton petrol s-type drop-side truck, 405 the control of the contro

1954 FORD 4D 2-ton van. to clear, £175, 1954 MORRIS 5-cwt. van, £225.

double-drop-side true.

1 tractor. Scammell coupling.
1 tractor. S

\$\text{kfos}\$. AUSTIN artic. unit, P6 engine, Eaton 2-speed trailer, only needs seeing, \$\text{k65}\$. Eaton 2-speed Tasker trailer, only needs seeing, \$\text{k65}\$. The second of the s

1955 FORD 4D Baico extended chassis with recondi-tioned 1,350-cu.-1t. Luton van body, bargain,

955, November, FORD 4D 30-cwt. diesel van, £325. 955 7-ton DODGE steel-bodied tipper, £725.
955 BEDFORD 7-ton diesel tipper, £585.

1956 E793.

1956 September, long-wheelbase MORRIS 4-cylinder diesel drop-side truck, immaculate, £445.

1956 BelbF'ORD diesel short-wheelbase 5-ton drop-side truck immaculate, £445.

1956 November, BEDF'ORD long-wheelbase 5-ton drop-side truck immaculate, £665.

(Late) AUSTIN LD1 diesel van, reconditioned works engiste, £351N B.M.C. diesel, new Luton van, walk-in talkgate, approx. 1,150 ca. ft., £875.

1956 December 31, BEDFORD short-wheelbase drop-those of three, bright states and the states of the states and the states of the 956 COMMER TS3 18-ft. 6-in. flat, 900 by 20 tyres.

1958 FORD 6D diesel. 5-ton chassis and cab, 34,000
1958 miles approx. 152-in. wheelbase, £845.
1958 ELPFORD D-type: 300 engine. 3-ton cab and chassis, condition equal to new £745.
1957 mell artic., with 10w loader, walken fail-gate, tasker partechnicon and trailer, 1,000 cu. ft. capacity, as new 29,000 miles only, £1,345.
1957 BEDFORD short-wheelbase tipper, 300 engine.

1958 FORD 6D Trader, with 900 by 20 tyres, 7-to cabin chassis, as new throughout, 160-in, wheel

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BIRMINGHAM COMMERCIAL OFFER: NEW MORRIS 7-ton long-wheelbase trucks. TEW MORRIS 30-cwt. Lutons, 700 c.c.

1956 B.M.C. 1955 BEDFO BEDFORD long-wheelbase tipper. BEDFORD 12-ton tractor, 20-ft. trailer,

954 E.R.F. 8-wheeler. 955 DODGE 6-ton DODGE 6-ton long-wheelbase, special A Metropolitan.

DODGE 7-ton long-wheelbase, special A Was Metropolitan.

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FODEN (rebuilt) 8-wheeler, special A.

FODEN 8-wheeler tipper.

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827-281 Phone, Victoria 0437-8.

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FORD Trader 6D, Baico extension chassis, fitted with 1,500-cu.-ft. Luton body, £1,400.

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ATKINSON long-wheelbase truck, 4LK COMMER 25-CM, 2195.

ATKINSON long-wheelbase truck, 4LK COMMER 25-CM, van, excellent condition; committee of the condition of the comment of the commen

ONNORTON'S, 328 Brixton Rd., S.W.9. Brixton 7962, Pollards 2421. 827-138

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1957 B.M.C. 7-ton platform truck, 2-speed and powered steering, immaculate condition. NEW vehicle ex stock, E.R.F. 44G 6-cu.-yd. drop-side

1954 ALBION Chieftain, fitted 18-ft. drop-side bog, 1954 light-piloy cab, good tyres, clean machine. DODGE 7-ton platform truck, fitted Perkm tool rack, suitable for hay and straw. 1956 B.M.C. 5-ton normal-control twin-ram loss to the platform with cab and the platform platform platform platform to the platform to th

1954 FORD Thames ET7 5-ton short-whee tipper, fitted Perkins P6, unladen weight 3 1949 DODGE petrol drop-side truck, good tyres.

1949 MAUDSLAY drop-side truck, fitted Gardner SLW, tyre equipment 80%, one owner, above

1959 DODGE three-month-old tipper, fitted 2-s steering, heater

new.

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1954 steel body, 9.00 by 20 tyres, as new.
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1953 FODEN Mark II 2-stroke 8-wheeler, new three months, new tyres throughout, in 1955 LEYLAND Octopus, double drive, high sides. reconditioned throughout, ready for work.

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DODGE DI NEW DOD Leyland ecu-yd. steel diste delivery. FORD 5-ton FORD 5-ton 334-340 R 1954 6-in 1954 500 1955 BE 1950 M/ 1950, en

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1958 AUSTIN A55 van, green, fitted heater and screen washers, excellent order, £430.
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MORRIS pick-up, green, fitted heater, £250.

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DODGE DISTRIBUTORS FOR EAST LONDON. NEW DODGE 7-ton forward-control diesel tippers. Leyland engine, Band E, 4LNX tipping gears, 10-ca.-yd. steel drop-sided body (calibrated), two for immeand delivery.

ORD 5-ton 4D (diesel) platform, repainted, three months' guarantee.

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1954 6-in. drop-side body.
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1955 BEDFORD 3-type, R6, 16-ft. 6-in. drop-sided
1950 AUDSLAY Mustang twin-steer, 7.7 engine,
1950 21-ft. drop-sided body, 9.00 by 20 tyres.
1950 engine, Edbro 4LNX twin-ram tipper, 14-ft.
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1956, wheelbase drop-side truck, Perkins P6 diesel casse, immaculate condition. £475.
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IEW 7-ton COMMER TS3 drop-sider, o.s. tyres,
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1975 Beiger springs, low mileage, excellent condition,
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1956 Richard Springs, low mileage, excellent condition,
1955 FORD 4D 4-ton long-wheelbase drop-sider,
1956 Richard Springs, low mileage, excellent condition,
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1957 Richard Springs, low mileage, excellent condition,
1958 Richard Springs, low mileage, low mileage, low mileage 1946 BEDFORD 3-ton van, £100.

NOVEMBER, 1957, BEDFORD, 26,000 miles only, with Silverdale meat container body, complete with reals and hooks, as new, £1,195.

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1957 FORD Thames 5-ton tippers, Perkins P6 engines, choice of 20.
1956 B.M.C. 5-ton diesel tippers, choice of five.
1950 LeVLAND Comets, ex petroleum company, choice of four.
1950 A.E.C. Monarcha, cab and chassis, ex petroleum company, choice of four.

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1956 SEDDON 13-ft, dropside end tipper, good tyres, excellent condition.

1949 (Late) ALBION medium-wheelbase tipper, fitted of three fone alloy and two wood bodies).

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1947 ALBION CX medium-wheelbase tipper, good condition. 1954 DODGE (petrol) platform wagon, good tyres, fitted 17-ft. double-decker cattle container body, £325.

1953 FORDSON, Perkins P6 engine, drop-side body, very good tyres.

1953 body, excellent condition.

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1957 B.M.C. tractor unit, with Scammell coupling, deset engine, only done 20,000 miles, total mileage of vehicle 60,000 miles, in first-class condition, 1948 BEDFORD long-wheelbase tipper, good condi-

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PETERBOROUGH ENGINEERING CO.

1954 ATKINSON 8-wheel platform, 6LW, air brakes. 1956 DODGE 124AP6 Scammell tractor, £600. 1956 SENTINEL short-wheelbase tipper (air brakes), 6850. Thion tandem-axle trailer, 25 ft., servo 1952 FODEN 4LW tractor chassis and cab, clean.

44 EYE ROAD, PETERBOROUGH.

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FOSSE WAY, FARNDON, . NEWARK, NOTTS. Phone, East Stoke 265. 1956 MORRIS B.M.C. 3-ton semi-low loader, £345.

955 BEDFORD standard tipper, £325. 954 3-ton BEDFORD, £225. 945 BEDFORD long-wheelbase tipper, £100.

DODGE medium-wheelbase tipper, P6, 2-speed axie, £560.

1953 SEDDON short-wheelbase tipper, £245.

1958 FORD Trader tipper, knock-out price, £685.

LEYLAND Comet medium-wheelbase tipper, bis sided, £450.

GENEROUS H.F. terms.

1954 ATKINSON 8-wheel platform, Gardner 6LW (as new).
1955 BEDFORD (S-type) platform, with Boys third axie.
1951 E.R.F. 4-wheel drop-side truck.
1956 FODEN Twin Steer.

956 GUY 8-wheel platform (as new). OART-EXCHANGES and hire-purchase.

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1950 COMMER, drop-alder, petrol, £250
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1958 BEDFORD 12-cwt. van, £395.
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NEW STANDARD ATLAS VANS FOR IMMEDIATE DELIVERY.

1948 TROJAN 15-cwt. van. £175. 1952 CHEVROLET 15-cwt. estate van. £195.

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CARRYING THREE MONTHS' GUARANTEE
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1954 BEDFORD 3-ton boaven, separate cab, excel1952 BEDFORD 3-ton pantechnicon, 1,200 cu. ft.,
1952 3-seater cab, drop weil, unaden weight 2 tons
18 cwt., ready rest-class venicle.
1951 BEDFORD 3-ton pantechnicon, 974 c.c., firstcas venicle, £405.
1951 CLCY VIET 6-ton pantechnicon, 600 c.c., C-licence
1950 BEDFORD 2-ton pantechnicon, 600 cu, ft.,
1950 Clicence operator, £100.

1955 DODGE 106 P6 long-wheelbase truck, in excel-lent condition, £455.
1955, November, BEDFORD 7-ton diesel truck, wants sceing, £465.

1954 BEDFORD A-type 5-ton tipper, chassis and cab, in execulent condition, 6.652, 1954, wordmore, BEDFORD diesel tipper with Section gears, wooden body, 6.455, 1952 7-ca.-yd, drop-sided body, 6.250.

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R. A. JORDAN, LID.

MAIN DENNIS DISTRIBUTORS (NO CONNECTION WITH ANY OTHER FIRM), FOR GOOD USED VEHICLES.

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1956 B.M.C. medium-wheelbase tipper, on 9.00 by 20 1956 tyres, large seel body, musble for coal, 1956 tyres, 8-cu-yd, Bodes; choice of four by 20 1955 FORD D tipper, immaculate condition; choice of two.

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1954 FODEN, double drive, Pilot U.7 tipping gear,
1954 Left, wooden body.

WE have a large stock of A.E.C. and Foden tippers.
1956 onwards, all double drive with 22-ft. bodies.
ALSO a choice of several 4-wheel platform E.R.F.s and Maudslays.

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MODERN SELECTED VEHICLES.

EFFORD 1953 5-ton boxvan, exceptional condition throughout.

EFFORD 1953 O-model chassis and cab, Basco extension, repainted, aimust new.

PORDSNO P6 long-wheelbase truck, ex-large combine, excellent throughout.

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dition throughout. To ton long-wheelbase diesel lorry.

1954 BEDFORD 7-ton long-wheelbase diesel lorry.

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1958 COMMER 133 long-wheelbase, drop-side alloy body, exceptional vehicle throughout, repainted. O. T. JACKSON MOTORS. LID.,

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ONE 1955 COMMER Luton van, 6650.

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Avenue, Wembley, Middx. Arnold 7771. 827-217

CAMPBELL SYMONDS AND CO., LTD., Forty Avenue, Wembley, Middx. Arnold 7771.

1951 BEDFORD flat, petrol, £155.

1956 BEDFORD tipper, abort-wheelbase, £225.

TWO 1949 SEDDON flat, in very good condition, £110.

1956 FORD flat 7-ton, guaranteed, 29,000 miles only, one clience owner, £415.

1956 FORD flat 7-ton, guaranteed, 29,000 miles only, one clience owner, £415.

1956 FORD flat 7-ton, guaranteed, 29,000 miles only, £170. Ernest Thorpe and Co., Ltd., Thurgoland, near Sheffield. Phone, Stocksbridge 2152.

1956 FODEN 5-wheel double-drive factory reconditioned Gardner 6.W., 40 by 8 tyre equipment, very good, 24-ft., platform, reconditioned cab, £475.

1957 Butland tipper, Gardner 5.Lw. 5-speed gearbox, £504.

1957 BEDFORD 5-ton forward control long-wheel-base dron-det truck, 300-cu.-in., dissel engine, excellent mechanical condition, reconditioned cab and body, £683.

WOODYATT MOTORS, LTD., Milton Rd., Southend-0n-Sea 43344, 827-403

OFFER:-

ft. trailer, pecial A W ecial A.

D.

827-201 TD., rs. chassis, fitted is-cab, £1,655. ent condition

engine, 14,000 ence, exceller raulic tipper ecibase truck raulic tipper W.9. Brixton 827-131

LTD., 2-speed axis, ondition. -yd. drop-side rop-side body, n machine. fitted Perkin rm with cab

in-ram long-p-side tipping ort-wheelbase weight 3 tom good tyres. tted Gardner owner, above 827-174

fitted 2-speed, heater, as tted 8-cu.-yd. hew. , 9.00 by 20 axle. 'D., Market Uppingham 827-168 r, new engine out, immace

high sides, for work, er), Ltd., 22 827-139

TD. LES.

Luton van. in primer. TD.

AM. 827-382

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BEDFORD 10-ton tractor with 300 diesel, also Leyland

BEDFORD 7-ton long-wheelbase, forward control.

EDFORD 7-ton ex-long-wheelbase, fitted Leyland Comet engine, 900 by 20 tyre equipment.
EDFORD 7-ton ex-long-wheelbase, forward control, B4-ft. body, with 300 diesel engine and 900 by 20 tyre equipment.

USED VEHICLES.

1956 BEDFORD 5-ton 15-ft. drop-sided body, well 1955 for BFORD 4D 5-ton 14-ft. drop-sided body, very straight and clean, P6 engine, £550, 50-ft. drop-sided body, very straight and clean, tyres fair all round, £450, £450 hare-capacity alloy van with Chieftain BEDFORD-TYPE van with P6 engine, £175.

TROJAN personnel carrier. Perkins diesel engin registered November, 1954, total mileage engine re-ringed and checked complete, tyres very

\$275.3 BEDFORD Dormobile, general condition, fair and round, \$240.5 BEDFORD long-wheelbase forward-control r-ion with 300 lossed engine, double-drop-sided twin-ram tippers, general all-round condition very much above average.

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PHONE, SHELFORD 3017.

1958 (Registered) FODEN 6-wheel platform, completely rebuilt at Foden works, 40 by 8 tyres 1955 FODEN tipper, 6-wheeler, £750.

1958 GUY twin-steer, 6LW, platform, £1,950.

1956 GUY Invincible 8-wheeler, drop-side, £2,200.

1956 A.E.C. Mercury platform, air brakes, £1,050.

-8 Trader 7-ton platform, £750

1955 4D tippers, choice of two, £260-£295.

1954 ALBION Victor platform, choice of two, £475.

954 ATKINSON 4-wheeler flat. £495.

1952 BEDFORD petrol flat 7-ton, £175.

BEDFORD articulated, Leyland engine, drop-side trailer, Scammell, £1,550, 1450 cu. ft., £1,550, 1450 paintechnicon, diesel, 1,450 cu. ft., £2,50, 1450 paintechnicon, diesel, 1,450 cu. ft., £2,50, 1450 paintechnicon, £3,00, 20,00, 24-ft. £2,50, 1450 paintechnicon, £3,00, 20,

1957 (Late) LEYLAND Comet medium-wheelbase tipper, twin underfloor gear, 15-ft. 6-in. body,

1956 A.E.C. Mercury tipper, twin front and T/G
18-ft. body, exceptionally clean vehicle, £1,350.
BEDFORD articulated tractor, £600.

957 GUY Warrior, platform, £975.

1955 BEDFORD, Meadows engine.

1954 Thames 4D, £275.

1956 Mercury 4T. 4 cwt., special A licences, £2,800.

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COUNTY OAK SERVICE STATION. LTD.,

VAUXHALL-BEDFORD MAIN DEALERS, LONDON ROAD, CRAWLEY, SUSSEX. Phone, Crawley 25475-6-7.

BEDFORD 1958 2-berth caravan, many extras, owner, £585.
BEDFORD 1956 CA van, £275.

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MORRIS 1953 Series E 5-cwt. van. £125.

ORD 1950 10-cwt. van, £125.

957 BEDFORD Workabus, one owner, £375,

1947 BEDFORD 35-cwt. van, £65.

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1955 1-ton TROJAN diesel vans, choice of five.
1950, October, AUSTIN 2-ton Luton van, £95,
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WARWICK MOTOR ENGINEERING CO., TTD. 1957 (Late) LEYLAND Octopus, 24-ft. drop-side 1958 A.E.C. 8-wheeler.

COMMER TS3 18-ft. platform body, 9.00 by 20 tyres, choice of two.
THORNYCROFT Sturdy Star. special 20-ft, platform body, 9.00 by 20 tyres.
THORNYCROFT Sturdy Star, 16-ft. 6-in. platform body.

1955, December, DODGE 7-tonner, R6 engine, 17-ft. 6-in. drop-sided body.

1948 SENTINEL 7-8-tonner, 4-cylinder Retardo

1948 SENTINEL 7-8-tonner, 4-cylinder Retardo engine. 1955 Gardner 4LW engine, David Brown 5-speed

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ROSS GARAGES (SALES), LTD., PENARTH ROAD; CARDIFF.

Phone, Cardiff 24671.

ATKINSON AND SEDDON MAIN DISTRIBUTORS.
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YORK TRAILER DISTRIBUTORS.

NEW VEHICLES FROM STOCK.

NEW VEHICLES.
-wheeler chassis-cab, 6LX engine, twin A TKINSON 8-wheeler chassis-cab, 6LX drive rear axle.

COMMER 30-cwt. diesel van (in primer).

PHAMES Trader 6D tipper, Edbro 6-cu.-yd. alloy body. SEDDON diesel 7-tonner, chassis-cab.

SEDDON usees USED VEHICLES.

1954 BEDFORD diesel, 7-tonner, platform body, finit-class condition, well shod all round.

A TKINSON AND SEDDON spare part stockists and remaiters.

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DESBOROUGH PARK AUTOS.
Thames P6 steel-bodied tippers, £165.

1955 Thames P6 steel-bodied tippers, £165. 1952 BEDFORD 5-ton and 30-cwt, vans, from £175.

1954 Registered BEDFORD 3-ton chassis-cab. good runner, £65. Phone, High Wycombe 3113, 827-252

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1958 (Model) COMMER 7-ton diesel standard 900 by 20 12-ply tyres, heater, mileage only 45,000, painted green, excellent condition, first registered 1.11.57, 1955 (ABION Claymore 5-ton F127AM diesel lorry, 1955 (Instanton tall lift, excellent condition, well tyred, unladen weight 2 ton 11 the excellent condition, well tyred, unladen weight 2 ton 1958 (COMMER 10-ton tractor, Superpoise, Perkins P6 diesel, Eaton 2-speed agle and 3-type coupling gear, 21-ft, Hands platform semi-trailer, 1952 excellent condition, unladen weight 2 tons 1950; wit, 56 lbs.

19 cwt. 56 lb.
1949 THORNYCROFT Sturdy diesel 5-6-ton longwheelbase tipper, excellent condition for year.

REGENT STREET, LEEDS,
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BEDFORD 10-12-cwt. van, immaculate, £265.

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COMMER 15-20-cwt, builder's truck, 1955, repainted. BEDFORD 30cwt. van, 1954, £245.

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SEDDON Perkins P6 long-wheelbase platform, £195.

ODGE P6 6-ton long-wheelbase truck, £275.

TERMS, exchanges.

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NEW

COMMER 7-ton 13-ft. 6-in-wheelbage chassis-cab, air brakes, 5-speed gearbox, helper springs, double heaters, 900 by 26 tyres, blinker lights.

COMMER 12-ton tractor with Seammell automatic coupling gear, 8,25 by 20 tyres, air brakes, rubber wings, o/s and n/s front towing loops, dual beaters.

COMMER-LVNIPOWER 6-wheel platform truck with 900 by 20 tyres, air brakes, power steering. I ISED.

1958 BEDFORD diesel 5-ton tipper

1958 MORRIS 4-ton van.
1957 DODGE 7-ton 146R6 drop-side truck, Iong wheelbase.
1956 Luton body.
1955 7-ton B.M.C. diesel platform truck.

1,530-cu.-ft
1,530-cu.-ft
1,530-cu.-ft
1,530-cu.-ft
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1,530-cu.-ft

954 LAND ROVER, short wheelbase, good con 1949 FODEN twin-steer platform lorry.

38 UXBRIDGE ROAD. EALING, W.5

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1957, December, SEDDON tractor with 25-ft. B. 1956 BEDFORD 5-ton long-wheelbase petrol-estate wood hydraulic tipper, Bonallack alloy designed body. 1955 BEDFORD 3-ton long-wheelbase provision

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LONDON, E.I.
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H. TAYLOR AND CO., LTD., oners:—

1956, February, AUSTIN A40 van, blue, good bris.

1955, AUSTIN A40 pick-up, blue, £250.

1953, MORRIS 5-ton drop-side long-wheelbase trus.

1957, BORRIS 5-ton drop-side long-wheelbase trus.

1958, E75.

1 THE CRESCENT, Surbiton. Elimbridge 0081.

JEFFREYS COMMERCIAL MOTORS offer:-

A LBION 1957 Chieftain medium-wheelbase tipper.

A LBION 1955 Chieftain long-wheelbase platform, redaditioned engine fitted.

E R F 1951 8-wheeler.

JEFFREYS COMMERCIAL MOTORS, Neath Rat.
Swansea. Phone 7288, 71859.

1956 ALBION Chieftain tipper, Homalloy bed,
13 ft. 6 in.
1954 MORRIS Saurer platform (cheap to clear).

1948 BEDFORD long-wheelbase P6 (cheap to clear).

1954 LEYLAND Comet drop-side body.

NEW vehicles in stock. ORK 12-ton 25-ft. semi-trailer.

ORK 17-ton tandem axle 26-ft. semi-trailer.

PHILLIPS MOTOR SERVICES (SHEFFIELD), 443 Handsworth Rd., Sheffield, 13. Woodhous

1947 E.R.F. 6-yd. tipper, Gardner 4LW.

1949 LEYLAND Comet.

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LES GLEAVE, LTD., FOURWAYS GARAGE ARCLID, NEAR SANDBACH, CHESHIRE. Smallwood 225, 226.

NEW coaches available on Bedford, Commer Ford,
Albion and Leyland chassis, with bodies by Burlingham Don
BEDFORD Duple, petrol, 43-scater, radio,
1956
BEDFORD Plaxton 41-scater,

1956
BEDFORD Duple 41-scater.
1956
COMMER TS3 Duple 41-scater.
1955
COMMER TS3 Plaxton 41-scater.
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BEDFORD Plaxton 38-scater.
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DAIMLER, underfloor engine, 43-

1952 DAIMLER, underfloor engine, 43-scater, 1952 BEDFORD, petrol. Plaxton, 37-scater, 1952 A.E.C. Mk. IV Burlingham Seaguil.

1952 BEDFORD 33-scater Duple.

ARIOUS 1949 and 1950 petrol and diesel coaches, all vasalable at clearance prices.

E are now taking orders for the coming season, Beddord, Commer, Ford, Leyland, A.E.C., etc., and hire-purchasing terms on new and second-

LES GLEAVE, LTD.,

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GUY, MBDD 1947-48, 56-seat, 6LW engine, £200
cach, Northern Counties bodies.

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ONE LEYLAND LBDD 1947, 55-seat, A.V.W. engine.
E.C.W. body with low radiator, £152.

SIX LEYLAND 5D 1939, 35-seat, 8.6 engine, 1950, Burlingham bodies, £175 cach.

Commodite codies, £185 cach, 7.7 engine, Metcam
ONE A.E.C. SD 1948, 35-seat, 7.7 engine, Duple service
siloon body, £175.

DIESEL engines. Gardner aLW, £100: 5LW £100:
\$6,6,72, \$150,

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October 23, 1959-THE COMMERCIAL MOTOR 53

Used Passenger Vehicles (contd.)

CHARLES COPPOCK. L TD., SERVICE BUSES.

THE GARAGE, ELM GROVE, CROSS STREET, SALE, CHESHIRE.

FOR EARLY RELEASE.
SUPER FULL-FRONTED 53-SEAT
LOW-BRIDGE DOUBLE-DECK COACHES,
8-FT. WIDE. ENCLOSED REAR PLATFORMS,
IDEAL FOR EXPRESS AND LONG-DISTANCE TRAVEL 1948-1949 LEYLAND PD1, 7.4-LITRE ENGINE,

BURLINGHAM COACHWORK. COMFORTABLE scating in red figured moquette, capacious luggage race, on lower deck, good enclosed loading platform, wide stateways, good heating system, rerspex roof lights, exterior colours red, current certificates

SEVERAL of these vehicles will be available in the near

SEVERAL of these vehicles will be available in the near future.

1947 And 1946 A.E.C. service buses, Mark I chassis, 1947 And 1946 A.E.C. service buses, Mark I chassis, which is and Sunders-Roe respectively, front entrance, certificates of fitness 1960-61, choic of 20.

1946 ALBION service buses, powered Albion 6-by B.T.T.C. of all-metal construction, these bus boadies by B.T.T.C. of all-metal construction, these bus boadies called a service buses, and the service buses, powered Albion 6-by B.T.T.C. of all-metal construction, these bus boadies by B.T.T.C. of all-metal construction, these bus boadies called a service buses, powered Albion 6-by B.T.T.C. of all-metal construction, these bus boadies by B.T.T.C. of all-metal construction, these bus boadies called a service of the service of the

clean condition.

A.E.C. 7.7-litre oil engines, complete with fuel
pump, dynamo, starter motor and clutch, with fuel
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fuel LEYLAND PSI 7.4-litre oil engines, complete with
fuel pump, dynamo, starter motor and clutch.

CHASSIS UNITS AND SPARES.

LEYLAND PSI. A.E.C. Mark I, Bristol J type, Bristol K type, Guy Arab. Tilling-Stevens, Daimler CV6, Crossley, Leyland TS7 and 8, Leyland TD5.

SPECIAL OFFER.

BRAND-NEW injectors for Leyland Royal Tiger and Leyland PS2 and PD2 engines, £12 per set of sis. WE WELCOME YOUR INQUIRIES.

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KIRKBY AND SONS (SALES), LTD.

CROSS ROAD GARAGE, ANSTON, NEAR SHEFFIELD. BEDFORD MAIN DEALERS. NEW BEDFORD

DUPLE, PLANTON, HARRINGTON.

COMPARE OUR USED VEHICLE PRICES.
FOR EARLY DELIVERY.

1956 37-seater BEDFORD Platton, red interior, radio heater immaculate, £2.50.
1950 interior, radio, heater, etc., £2.50.
1955 roof light, tubular racks, immaculate throughout, £2.550.

1951 700 mgm, tuture and the condition of the condition o

175.18 24 tuli reculting throughout, £550. 1949 BEDFORD Duple, certificate of fitness 1963, 1949 BEDFORD Vistas, good, certificates of fitness 1963, 7 BEDFORD Vistas, good, certificates of fitness 1954 33-scater BEDFORD Plaxton, black and green exterior, quarter roof light, tubular racka, certificate of fitness 1963, £1,975.

ALL MACHINES ARE WORKS CHECKED AND ARE INFIRST-CLASS CONDITION THROUGHOUT.

TERMS AND EXCHANGES.

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Phone, W.G. 5495, BEDFORD MAIN DEALERS. NEW BEDFORDS WITH COACHWORK TO CHOICE.

1951 BEDFORD Vega, cream and brown with autumn interior, certificate of fitness 1961, frited heater, rood modifier before 1948 REDFORD Flaxton 30-scater, maroon with autom high-back seats, 650.

ART-EXCHANGES welcomed, hire-purchase arranged. 827-568

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1.) GER AND AND

Plaxton, Persper heaters, many ater Harrington racks, radio and

TELD, MIDDY

er Duple Supercks, radio and 41-scater Dopie air brakes, with in coachwork to try, finished to mounted win

SIS SUPPLIED k. STOCK:

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nia coachwork.
I' heater, man fitness 1963.
Inted with new work in 1954, seats in red ate of fitness ell coachwork n coachweri fitness 1961. PTED FOR ACHES,

ector gearbon, ork, finished box, 33-sease d grey and ront Thurgon ork, certifican hwork, certifi-three.

RCHASE ORIA, S.W.L

FFOLK 827-297 LTD. uple, Planton fitted quarter 00. sham Seagul new tyre.

and Courier seater coach, RCHASE. 827-378

, heater and on, heaters, ly, certificate n 5331. 827-333

Used Passenger Vehicles (contd.)

DON EVERALL, LTD., 34 CLEVELAND ROAD, WOLVERHAMPTON,

Passenger Transport Specialists.

NEW BEDFORD, COMMER OR FORD CHASSIS AVAILABLE, BODIED BY DUPLE, HARRINGTON, PLAXTON OR BURLINGHAM, TO YOUR .
INSTRUCTIONS.

1959 BEDFORD diesel 41-seater Burlingham coaches, as new, available shortly, £3,350.
1958 COMMER TS3 41-seater Duple S.V. coaches, air brakes, £3,250.
1957 COMMER TS3 41-seater Duple S.V. coaches, 62,000.
1957 COMMER TS3 41-seater Planton coaches, 62,000.
1958 COMMER TS3 41-seater Planton coaches, 62,000.
1958 COMMER TS3 41-seater Planton coaches, 62,000.
1959 DAIMLER TS3 41-seater Duple Elizabethan coach, evengine, £2,350.
1959 DAIMLER Freeline, 41-seater Burlingham Scagull coaches, new engines recomber decorpts, 62,000.
1954 Coaches, new engines recomber 22,700.
1955 COMMER TS3 41-seater Burlingham Scagull coaches, new engines recomber 22,700.
1957 A.E.C. Ma, IV 41-seater Yeates coach, certified 1963, £2,000.
1958 Coaches, 1958 Coaches, 1958 Coaches, 1958 Cappel Coaches, 1958 Coaches, 19

recertified, £675.

1950 DENNIS 6-cylinder diesel 35-seater Whitson coach, certified 1960, £550, MAUDSLAY 7.7 33-scater Duple coach, certified 1962, £550.

50

DIESEL 33-SEATER HALF-CAB AND 29-SEATER PETROL COACHES AT £150-£400, OR AVAILABLE FOR

HIRE

FOR SHORT OR LONG PERIODS. PHONE, WOLVERHAMPTON 23212. NIGHTS AND WEEK-ENDS 32347 AND 22293.

DON EVERALL, LTD.,

E. J. BAKER AND CO. (DORKING), LTD., COACH SHOWROOMS AND SERVICE STATION, FARNHAM TRADING ESTATE, FARNHAM,

SURREY. PHONE, FARNHAM 4626-7, 8 A.M. TO 6 P.M. AFTER 6 P.M. FARNHAM 4481.

NEW BEDFORD Duple Planton Burlingham 41-seater couches. 1960 models. Delivery of these vehicles is available now. Choice of petrol and diesel engines. Finished to choice, Demonstrations of either available at your premises by request. We invite your inquiries.

1955 BEDFORD Vega 36-scater, heater, glass roof maroon exterior, £3,350.

1952 BEDFORD SB Duple 37-seater, bodywork redered, and the property of the pro

1950 Feam, very clean, tow micage, choice of turney.

1951 BeDFORD SB, fitted 33-scater Gurney/Nutting
1951 Body, green interior, clean vehicle, £950.

1952 Hartwell body, Inft-up roof vents, red interior,
1952 BEDFORD Thurgood 37-scater, bodywork red1963 BEDFORD Thurgood 37-scater, bodywork red1964 very clean, flow mileage, £1,450.

1962 BEDFORD Ref, fitted 29-scater full-front Gurney
1962, £450.

Nutting body, very clean, certificate of fitness

1950 COMMER Avengers, 33-seater, from £325.

DAIMLER double-decker buses fitted 5LW choice of two, £175 each.

1950 LEYLAND Comet, Bellhouse Hartwell body.

1950 Sa-seater, Perspex canopy, £550.

1950 BEDFORD 11-seater Marin Waiter P.S.V., red interior, certicate of fitness, £650.

1950 Salventer, Perspex canopy, £550.

1950 BEDFORD 11-seater Marin Waiter P.S.V., red interior, certicate of fitness, £650.

1950 Salventer, Perspex canopy, £550.

1950 BEDFORD 11-seater Marin Waiter P.S.V., red interior, certicate of fitness, £650.

1950 Salventer, Perspex canopy, £550.

1950 Salventer, Perspex canopy, £55

WE will be having a good selection of 36-, 38- and 41-seaters coming into stock.

THURGOODS OF WARE.

1956 (April) BEDFORD 41-scater Super Vega. 8 ft., in excellent condition, only used on high-class tours, heaters, speech amplification, fog law 2575.

1956 6 in, wide, as above, £2,450. Can be made into 41-scater at extra charge. Choice of three. (Later) BEDFORD Vista 29-scater, exterior red and the condition of the condition o

1949 8-7-6 BEDFORD Vistas (29), various colours, choice of six, clean condition, certified, from 12 Coaches and buses, suitable workmen and shops.

BEDFORD driver-operated door gears for Vista STEAM cleaning and underspraying.

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BIRMINGHAM COACH SALES. LTD.,

44 INGE STREET (NEXT TO HIPPODROME), BIRMINGHAM, 5.

Phone, Midland 4968 NY make of chassis supplied with bodies to customers'
to requirements. In a position to supply all new models
with early delivery.
NOUIRIES are welcome and will be dealt with promptly have a selection of well-maintained used by the same selection of well-maintained used the same selection of the same selection now, a few of which are listed below.

TWO 1956 COMMERS with Duple bodies, 41-seaters. 1955 COMMERS with Duple bodies, 41-seaters.

1955 COMMER, due to be recertified, fitted with new certificate of fitness.

1959 Burlingham luxury coach body, heaters, etc., low mileage, used only on private hire, certificate of fitness, 1960; choice of two.

1949 AUSTIN, 30-seater Plaxton body, certificate of fitness 1965. Cub. fitted with 41-seater Duple of the coache, and the coache of the coache, and the coache of th

BEDFORD Duple, petrol, 37 seats, certificate of fitness 1962.

FTER the end of Deptrols. Bedford disease and Leyland Comet disease, fitted with Duple, Burlingham and Plaxton bodies. Please watch this advertisement, We specialize in part-exchange with the easiest of hire-purchase terms.

BIRMINGHAM COACH SALES, LTD., 44 INGE STREET (NEXT TO HIPPODROME),

BIRMINGHAM, 5. Phone, Midland 4968.

BUSINESS HOURS: WEEKDAYS 9 to 5.30 P.M. SATURDAYS: 9 TO 12. 827-173

1943 GUY Arab, 6LW Gardner, 53-seater Brucc 1946 LEYLAND PDI, 53-seater Leyland, metal-framed body. 1947 LEYLAND PSI, 32-seater Strachan body. 1947
PPLY, General Manager, J. James and Sons, Ltd.,
A Central Garages, Ammanford, Carms. Phone.
Ammanford 2265-6.
1946
A.E.C. MCW Highbridge decker, certificate of fitness four years, price £550.
1959
BEDFORD Utilabus, certificate of fitness 1966,
ANY vehicle considered for part-exchange.

TIGER COACHES, Dewshill Garage, Salsburgh. Phone.

COACHES AND COMPONENTS, LTD., 469-475 HOLLOWAY ROAD, LONDON, N.7. Archway 2647 (five lines).

469-475 HOLLOWAY ROAD, LONDON, N.7.

Archway 2647 (five lines).

1959, February, BEDFORD 41-seater, Plaxton, redarcy upholstery, red-white exterior.

1957 House Red 4-seater Super Vega, petrol, redfilter lock, certificate of fitness to 1964, choice of two.

1955 BEDFORD 38-seater Super Vega, red moquette,
ream-red exterior, Perspex roof
vents, certificate of fitness 1960, choice of two.

1954 BEDFORD 48-seater Super Vega, red moquette,
ream Perspex iffer proof vents.

1954 BEDFORD diesel 36-seater Harrington Duple,
choice of seven.

1955 Hellor Robert Super Vega, red moquette,
ream for the proof vents.

1954 BEDFORD diesel 36-seater Harrington Duple,
choice of seven.

1955 FODEN (6LW) 33-seater Metalcraft body,
certificate of fitness 1961, choice of two.

1950 certificate of fitness 1961, choice of three.

1951 SZ BEDFORD 35-seater Gurney Nutting body,
certificate of fitness 1961, choice of three,
maroon-ream exterior, choice of two.

1959 CROSSLEY 33-seater Whitson, red moquette,
red-cream exterior, choice of two.

1959 MAUDSLAY 33-seater, Gurney Nutting, greyfloral moquette, grey-maroon exterior, certificate

1959 DENNIS 33-seater Harrington body,
certificate of fitness 1961-63, choice of 11.

SEVERAL 29-seaters and half-cab coaches at low prices

BERCY IN CLEEMAN, I TD.

PERCY D. SLEEMAN, LTD. LONDON COMMER DEALERS.

COMMER Rootes diesel mounted Duple, Planton, Harrington 41-seater coach bodies, finished to A.E.C. Reliance, mounted Duple, Plaxton, Harring-ton 41-seater coach bodies, finished to

1955 A.E.C. Reliance, Strachan alloy body, 41 scats, certificate of fitness.
1951 BEDFORD petrol, Duple, 35 scats.

1951 certificate of fitness
1951 BEDFORD petrol, Duple, 35 scats.
1953 BEDFORD 37-seater Duple, certificate of fitness
1963, vet clean.
1952 of fitness 1962, well tyred, excellent condition.
1951 bely 1962, well tyred, excellent condition.
1951 body, certificate of fitness 1961, air brakes, well tyred, good condition, mechanically and coachwork.
1948 contract work of the contract work of the contract work of the country.
2012 AVAILABLE shortly, COMMER TS3 for demonstration in any part of the country.
2012 PARTEXCHANGES and hire-purchase to suit your requirements.

38 UXBRIDGE ROAD,

EALING, W. PHONE, EALING 7987. After hours, Western 1321.

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200 BUSES AND COACHES

ACTUALLY IN STOCK.
READY FOR IMMEDIATE SERVICE.

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1950 Full-front A.E.C. Burlingham coach, can only be described as new in every possible way, 56 engine, synchromesh box, cream and maroon with minterior, certified, only wants seeing, 2750, 1949 A.E.C. full-luxury coaches, unmarked in 2949 A.E.C. full-luxury coaches, unmarked in 2949 possible way, just off service, choice of 16, 295 each, errified 1963-63. 33-seater luxury coache, 518 day of the certified 1963-63. 33-seater luxury coache, 518 day of the certified 1964-63. 33-seater luxury coache, 518 day of the certified 1964-64. 33-seater luxury coache, 518 day of the certified 1964-64. 34-day of the certified 1964-64. 34

PS1 LEYLAND 34-seater service saloons, of service, in first-class condition thro

1948 BRISTOL 35-seater service buses, 3LW Gardners and 5-speed gearboxes, low full vision fronts.

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1948 Gardners and 5-speed gearboxes.

mechanical condition, certified 1992-05, and 61, or of three only.

1944 45-48 GUY H.B. deckers, fitted 5 and 61, or of the configuration of the configurati

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OFFER:—

1946. Mark II 56-seater, M.C.W. all-measurements of fitps.
excellent condition, good value at £375 each.
L very clean, certificates of fitps.
EYLAND PSI. 1947, front and rear entranc.
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CUY 1949 38-seater service buses, 5LW Gardner engine.
PRISTOLS, Daimlers, Dennis, single- and double-deckers. ARGE quantities available.

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Phone, Rothwell 3157 and 3155. 827-

BEDFORD 41-seater Plaxton, 300 oil engist mileage 16,000, £3,500 o.n.o. 1951 tioned throughout £1,900 o.n.o. 1950 ham, £1,850 o.n.o. 1950 ham, £1,850 o.n.o. 1950 ham, £1,850 o.n.o. 1950 o.n.o. In first-class condition, £900 o.n.o. In first-class condition, £900 o.n.o. 1950 tip-condition first-class condition first-clas

COMBERHILL GARAGES, LTD., INGS ROAD, WAKEFIELD,

INGS ROAD, WAKEFIELD,

IEW 1960 model luxury coaches now available for inspection and demonstration.

IEW BEDFORD SBI diesel 41-seater Plaxton Consort, full luxury, Triplex quarter lights.

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IEW BEDFORD SBI diesel 4-seater Harrington Consort, full luxury, Triplex quarter lights, 1-seater Plaxton Hishway omnibus 15% below little diesel seater plaxton Consort diesel seater plaxton Consort diesel seater plaxton Little seater plaxton Little seater plaxton Consort diesel seater plaxton certified 1963.

1955 BEDFORD SB petrol 33-seater Duple, heater, radio, certified 1963.

1955 BEDFORD SB petrol 33-seater Duple, heater, radio, certified 1963.

1956 BEDFORD SB petrol 33-seater Duple, heater, radio, certified 1963.

1957 BEDFORD SB petrol 33-seater Plaxton Envol. CHOICE of several pow-priced Redford, Leyland A.E.C. and similar coaches/omnibuses for sale at clearance prices.

HIRE-PURCHASE FACILITIES. COMBERHILL GARAGES, LTD.,
Phone, Wakefield 6771 (10 lines).

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1951 LEY OFFERS inv Apply 52 Lancs. Phone 1951-2 E

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END OF SEASON SALE. 1949 BEDFORD Duple 29-seater, £450.

1949 MAUDSLAY Seaguil 35-seater, £450.
1951 MAUDSLAY Seaguil 35-seater, £1,350.
1953 BEDFORD Riviera 35-seater, £1,600.
1957 BEDFORD Seaguil 41-seater, £2,850.
1957 BEDFORD Seaguil 41-seater, £2,850. 1959 BEDFORD Europa 41-seater, £3.350.

AL very nice condition. Please write for full details of any vehicle in which you might be interested.

W. S. YEATES, LTD., LOUGHBOROUGH 4321 THE COACH SPECIALISTS.

A SELECTION FROM OUR VERY COMPREHENSIVE STOCK.

BEDFORD Yeates Europa full-luxury coach.

1958 41 seats. Continental type.

1954 62 BEDFORD Yeates Riviera 36-seat full-luxury

1953 BEDFORD Yeates Riviera 36-seat full-luxury

1950 BEDFORD Duple Vista 29-seat coach.

1956 COMMER TS3 Plaston 41-seat full-luxury

1954 BEDFORD Duple Vista 29-seat coach.

1955 Coa.h, many extras.

1954 BEDFORD Duple Vista 36-seat full-luxury

1954 Luxury coach.

1955 Universe Seat of Interest Seate Seate

DUE TO SHORTAGE OF GARAGING.

RENTONS LUXURY COACHES

1954 BEDFORD (petrol), 36-seater Yeates luxury body, radio, heater, excellent condition.

1954 BEDFORD, 36-seater luxury Plaxton body, and on extended tours only, immaculate.

1951 LEYLAND PS2, 39-seater luxury Plaxton Envoy for the body, complete, new interior fitted and recellulosed 1959, appearance like new.

OApply 522 Manchester Rd., Hollinwood, Oldham, Lanca, Phone, Fallsworth 1436.

1951-2 BEDFORD, petrol, Duple Vega, 33 full-out, one owner, used seasonal only, certificate of fitness 1963, bargain £1,050. 1950 full-luxury seating, tinted roof lights, fitted with booster 5th gearbox, first-class, condition through-out, certificate of fitness 1960, bargain £800 (choice of red).

new certificate of fitness 1960, bargain £800 (choice or more certificate of fitness 1960, bargain £800 (choice or more certificate of fitness).

1950 DAIMLER, fitted A.E.C. 7.7-litre diesel engine, a case of the certificate of fitness 1983, a real spit, 632. C., fitted 7.7-litre diesel engine, 1983, a real spit, 632. C., fitted 7.7-litre diesel engine, 1984, and 1985, a real spit, 632. C., fitted 7.7-litre diesel engine, 1984, and 1985, and

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1953 LEYLAND Royal Tiger 41-seater, Leyland all1957 BELFFORD 41-seater Duple Super Vega.
1954 2:750
1954 2:509.
1954 2:509.
1955 33-seater Duple Super Vega.
1955 8EDFORD 33-seater Duple Super Vega.
1950 BEDFORD 29-seater Duple Viaza, high-back seats, certificate of threas three years, 2525.
1950 7 ft. 6 in., high-back seats, 5695.
CONWAY HUNT, LTD., Brox Rd., Ottershaw 461.

UNREGISTERED S-type coach chassis, 10,000 mil-only, petrol or Perkins R6 engine with or withou 55-scat 8-ft. 6-in. wide body. Potter, North Berstee Phone, Bognor 762 evenings. 827-xA36

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COACHES, observe and all type vehicles bought, large and small quantities wanted for cash. All inquiries to: Lincole Stott, Vehicle Dismantler, Valley Rd., Bradford, Yorks. Phone, Bradford 32221.

WANTED, 20-25-seater modern coach, must be go private buyer. Box CM2712, care of "The C mercial Motor." 829-x

1958-59 29-seater coach, 9-14-seater P.S.V. Minibus. Conway Hunt, Ltd., Broa Rd., Ottershaw Phone, Ottershaw 461.

WANTED, late-type A.E.C., Leyland and Bedford Al-seater coaches, good cash price given. PARNARD AND BARNARD, LTD., 110-326 Syden-hum Rd., London, S.E.26. Phone, Sydenhum 2224-5-6; after bours, Biggin Hill 309.

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ARLINGTON MOTOR CO., LTD.,

HIGH ROAD, PONDERS END, ENFIELD, MIDDX, Phone, Howard 1266,

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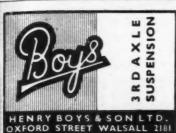
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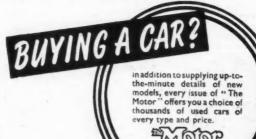
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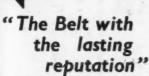
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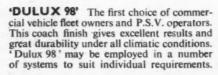
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